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BOARD OF ADMIRALTY TO GO

Unified control for all three Services CHANGES WILL BE FELT MAINLY IN WHITEHALL

WITH the setting up of a Ministry of Defence—D Day is April 1 next—under a Secretary of State for Defence, the Board of Admiralty, together with the Army and Air Councils, will cease to exist. A Defence Council will be established under the Secretary of State and will exercise the administrative control previously exercised by the Board of Admiralty and by the Army and Air Councils.

The Defence Council will consist of the Secretary of State, Ministers of State, Chief of the Defence Staff, the Chiefs of Staff, the Chief Scientific Adviser to the Secretary of State and the Permanent Under-Secretary.

The Minister of Defence (at present Mr. Thorneycroft), Chief of the Defence Staff (Admiral of the Fleet Earl Mountbatten) and the Chief Scientific Adviser (Sir Solly Zuckerman) will be responsible for the entire defence of the country.

THE DEFENCE COUNCIL

The Defence Council will consist of two sides—Service and civilian, all coming under the Secretary of State. On the Service side he will have the Chief of the Defence Staff and under him will be the three Service chiefs—the present First Sea Lord, the present Chief of the Imperial General Staff and the present Chief of the Air Staff. These Chiefs of Staff continue to be the professional heads of their own Services and retain their right of access to the Prime Minister.

On the civilian side the Secretary of State is assisted by three Ministers of State, corresponding to the offices held by the present First Lord, the Secretary of State for War and Secretary of State for Air. These three Ministers will lose their right of access to the Prime Minister.

SERVICES STILL SEPARATE

This big "shake-up" in Whitehall will not, for quite some time at any

rate, be felt by the officers and men of the Services. The separate identities of the Services are to be preserved, for those responsible for the central organisation for defence readily appreciate that the fighting spirit of the individual man in battle derives largely from his loyalty to his ship, his unit or his squadron. Tradition is a vital factor and must be preserved.

The main objects of the new "set-up" are to improve the central control of defence policy without impairing the efficiency and morale of the Services, and to strike a proper balance between commitments, resources and the roles of the services. Major questions of defence policy cannot be discussed in purely military terms. They also need to be examined in relation to foreign and economic policy and often raise political issues.

The secondary object is economy. It is not possible to say how economy is to be effected, or how much, but with a central control savings should, in the long run, be considerable. The Secretary of State will be responsible for a budget of some £2,000 million, and for about 800,000 people, half Services and half civilian.

THE SEA LORDS

The composition of the new Naval Management Board and its day-to-day working will be similar to that of the

present Board of Admiralty, although certain titles are to be changed. It is learned that the titles "First Sea Lord" and "Second Sea Lord" are to be retained. Although the Ministry of Defence is to be housed in Whitehall Gardens and certain people will have to be transferred to that building, all matters which concern the officers and men and women of the Navy as individuals, such as promotion, advancement, discipline and welfare, will continue to be dealt with in the present offices.

Probably the first intimation, and possibly, for many years, the only one, that the men of the Fleet will see is that the present Queen's Regulations and Admiralty Instructions will become the Queen's Regulations and Defence Council Instructions.

G.S. Commissions lengthened

SOME important changes affecting general service commission have been announced by the Admiralty.

In brief, the length of a G.S.C. is to be increased to two and a half years, except for Persian Gulf frigates, and the commission will be of two foreign legs divided by a period of service in home waters.

The rule that not more than 12 added together, including passages will be spent continuously overseas.

The September issue of "Navy News" will contain an article by the Commodore Naval Drafting which will be of interest, not only to all ratings, but also to their families.

is to be maintained and, apart from urgent operational requirements, it is the intention to reduce the normal length of each foreign leg to approximately eight to 10 months. The total time of the foreign legs of G.S.C. added together, including passage times, will normally not exceed 18 months.

Another important change is that ships will be recommissioned in three stages by about one-third of the ship's company at a time, and these stages will be at intervals of a few months, and usually centred on the ship's refit.

CURRENT G.S.Cs. NOT AFFECTED

Current commissions are not affected by the changes, but the changes may be applied, in whole or in part, to ships recommissioning after January 1, 1964.

The reasons for the changes are threefold: (1) Ships are to be refitted every two and a half years instead of two years; (2) time between overseas drafts is shortening and the trend must be arrested; and (3) the increasing complexity of ships makes it necessary to avoid changing the whole ship's company at the same time.



Her Majesty on the occasion of a visit to the Home Fleet some years ago. She is accompanied by the then Commander-in-Chief, Admiral Sir John A. S. Eccles, and Prince Philip

Lord High Admiral

THE 600-year-old title of Lord High Admiral will be assumed by H.M. The Queen when the Board of Admiralty disappears under the new central organisation for defence.

The office, at present exercised by the Lords Commissioners of the Admiralty, was last held by the Duke of Clarence, later King William IV. He relinquished the office in 1828.

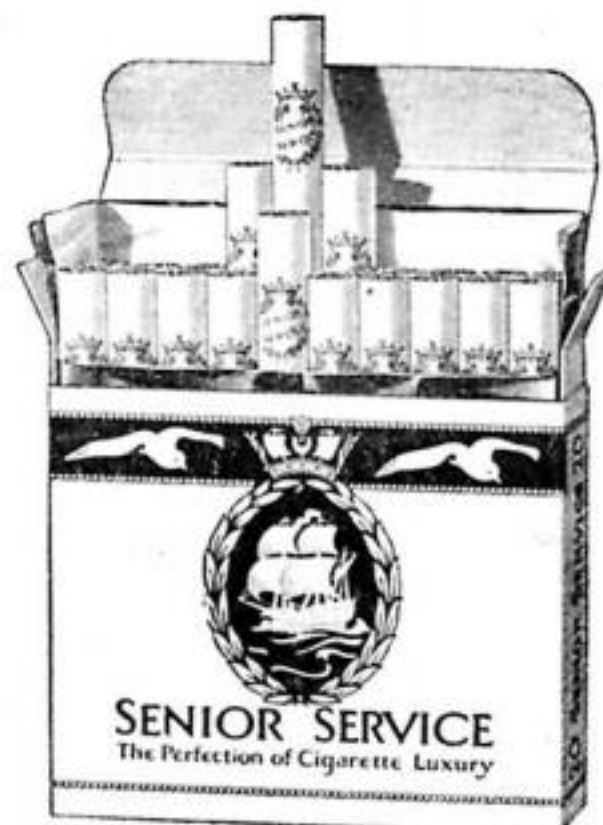
The acceptance of the title by Her Majesty has given the Navy great pleasure. The Lord High Admiral's flag, an anchor in yellow on a red background, will be flown, with the Royal Standard, on official occasions at sea and at naval establishments when the Queen pays an official visit.

Army sorts Navy mail



As from July 29 the Army Postal Service took over the despatch to ships and establishments abroad of all mail, letter, parcels and official. The picture shows Wraes busy with mail at the Home Postal Depot at Inglis Barracks, Mill Hill. The new arrangement will ensure the security of all mail and, in many cases, may mean a shortening of the time between posting and delivery. The September issue of "Navy News" will contain details of the arrangements made to speed letters safely to their destination.

BRITAIN'S OUTSTANDING CIGARETTE



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Navy News

EDITOR

Lieut. (S) H. R. Berridge, R.N. (Retd.)
Royal Naval Barracks, Portsmouth
Tel.: Portsmouth 22351 (Ext. 72194)

EDITORIAL

HOW does the new concept of the defence organisation of the country affect the Navy? This question must have arisen in the minds of everyone connected with the Service since the White Paper on Central Organisation for Defence was issued last month.

That the proposed changes are striking and in some respects regrettable—who can visualise the demise of the title, the Board of Admiralty, without certain regrets—cannot be denied, but how will they affect the officers and men?

Promotion of officers will not be affected except for those promoted to flag rank whose promotion is to be "approved" by the Secretary of State for Defence. Advancement, training, drafting, welfare and so on will continue to be dealt with exactly as they are dealt with now.

The Queen's Regulations and Admiralty Instructions will become the Queen's Regulations and Defence Council Instructions.

There is no likelihood of the integration of the Services. There is no question of sailors, soldiers and airmen being dressed alike.

CO-OPERATION

Why the change, then? The answer, simply, is "Co-operation." The Army needs the Navy for transport and support from the sea. The Navy needs the Army to consolidate and advance from bridgeheads. The Air Force can support by fire power, transport and reconnaissance. In other words, each Service has its own job, but co-operation between all three Services is essential if the job is to be done efficiently.

Hence the new defence organisation. The necessary planning cannot start at a bridgehead—it must start at the top, right at the top. There must be someone who, taking into consideration the views of the Service chiefs, the views of his political, economic and scientific advisers, can say: "This is the answer, and this is the way it is to be achieved."

CHANGES INEVITABLE

Changes are inevitable, of course, and in the long run the new defence organisation may affect the men of the Fleet, but at the moment it would seem that any changes there may have to be will be felt only in Whitehall.



Happy faces at the Greenwich Royal Hospital School circa 1919. The ship in the background is H.M.S. Fame, then in the process of being broken. (Photo: Phipps, Catford)

THE SHIP AT GREENWICH SIXTY YEARS AGO WAS THE FAME

SIR—I enclose an old photograph of a group of boys at Greenwich Royal Hospital School, which I joined as a boy, 12 years old. The ship on the tarmac was H.M.S. Fame. In the picture she is in process of being dismantled.

During the year 1901 we completed our training on board Fame—square ship drill—and we had to go over the mast-head every morning. There was no "lubber's hole"—we had to go outside and over the futtock rigging, and woe betide the boys who happened to be the last one up and last one down.

I joined H.M.S. Cornwallis, a brand-new battleship, at Chatham, in 1904. We were the first batch of boys to leave Greenwich School to join the Fleet direct. My age—15 years.

My first three years at sea were in the Mediterranean Fleet—Com-

mander-in-Chief, "Monkey" (Admiral Sir Compton Edward Domville, G.C.V.O., K.C.B.). I joined Cornwallis again at the Dardanelles as a warrant torpedo gunner in 1915 and was torpedoed by submarine while on passage from Mudros to Malta, and saw the last of her—two miles deep.

It was during my period of boys' training at Greenwich that we were able to help "Colonel" Cody fly his man-lifting box kites. They were three large black canvas box-type kites—suspended one above the other.

It was our privilege to haul down on his mooring lines.

The enclosed photograph was taken when I returned to Greenwich in 1919 as a lieutenant for navigational courses.—Yours, etc., J. C. SWAYNE, Commander, R.N. (Retd.), Drayton, Cosham, Portsmouth.

(The Editor thanks Cdr. Swayne for the loan of the photograph and for his letter, which answers the query raised by H. E. Brown, of Vancouver, published in the July issue of "Navy News." The Editor also thanks "Pony" for his interesting letter on the same subject, regretting the omission of the word "Royal" when referring to Greenwich Royal Hospital School.)

DRAFTING FORECAST—YOUR NEXT SHIP

Notes (i) The term U.K. Base Port means the port at which a ship may normally be expected to give leave and refit. Portsmouth (C) indicates ships administered by Portsmouth but which will normally refit and/or give leave at Chatham.

(ii) As ratings are normally detailed for overseas service about four months ahead of commissioning date, and for home service about two months ahead of commissioning date, this should be borne in mind when preferring requests to volunteer to serve in a particular ship.

(iii) It is emphasised that the dates and particulars given below are forecasts only and may have to be changed—perhaps at short notice.

(iv) Ships in which Locally Entered Cooks (S), Cooks (O) or Stewards are to be borne in lieu of U.K. ratings are to be indicated as follows: (A)—All Cooks (S), Cooks (O) and Stewards; (B)—Cooks (S), other than one P.O. Cook (S), all Cooks (O) and all Stewards; (C)—Cooks (O) and Stewards only; (D)—Cooks (S) only; (E)—Leading Cook (S) and Stewards only; (F)—Cooks (S) and Stewards only.

SUBMARINE SERVICE

H.M.S. Otus, September 10, at Greenock for service in the First Submarine Squadron.

H.M.S. Alcide, September 13, at Rosyth, completes refit. For Sixth Submarine Division.

H.M.S. Tiptoe, early November, at Malta, complete refit. To return to United Kingdom for service in First Submarine Squadron.

H.M.S. Alarie, November 7, at Devonport, completes refit. For Second Submarine Squadron.

H.M.S. Osiris, December 10, at Barrow, for service in Third Submarine Squadron.

GENERAL

H.M.S. Kent (G.M. Destroyer), August 12, at Belfast, for Home Sea Service, General Service Commission, October, 1963, Home/East of Suez, U.K. Base Port, Portsmouth (C).

H.M.S. Blackpool (A/S Frigate), August, at Chatham, L.R.P. complement.

H.M.S. Ulster (A/S Frigate), September, at Devonport, C. & M. party.

H.M.S. Relentless (A/S Frigate), September 5, at Rosyth, for trials. Commission March, 1964 (under consideration), for Foreign Service (Far East) from date of sailing, 3rd Frigate Squadron. Transfer to 26th E.S., December, 1964 (A).

H.M.S. Loch Alvie (A/S Frigate), September 6, at Singapore, for Foreign Service (Far East), 3rd Frigate Squadron (A).

H.M.S. Appleton, H.M.S. Flockton (C.M.S.), September 9, at Bahrain, for Foreign Service (Middle East), 9th M/S Squadron (E).

H.M.S. Vidal (Surveying Ship), September 12, at Chatham, for General Service Commission West Indies, U.K. Base Port, Portsmouth (C).

H.M.S. Dido (A/S Frigate) September 17, at Glasgow, for Home Sea Service, General Service Commission, November, East of Suez/Home (14 months), 22nd E.S. U.K. Base Port, Portsmouth (C).

H.M.S. Chilcompton (C.M.S.), September 23, at Aden, for Foreign Service (Middle East), 9th M/S Squadron (E).

H.M.S. Hampshire (G.M. Destroyer), September, Change classification of service, General Service Commission, Home/East of Suez, U.K. Base Port, Portsmouth.

No. 829, Hampshire Flight, September, Change classification of service, General Service Commission.

H.M.S. Kemerton (C.M.S.), October 1, Bahrain, for Foreign Service (Middle East), 9th M/S Squadron (E).

H.M.S. Cassandra (Destroyer), October 17, at Portsmouth, for General Service Commission, Home/Med, 21st E.S. U.K. Base Port, Portsmouth.

H.M.S. Parapet (L.C.T.), October 18, at Bahrain, for Foreign Service (Middle East), Amphibious Warfare Squadron (F).

H.M.S. London (G.M. Destroyer), October 22, at Wallsend-on-Tyne, for Home Sea Service, General Service Commission January, 1964, Home/East of Suez, U.K. Base Port, Portsmouth.

No. 829 London Flight, October 24, at R.N. Air Station, Culdrose, for Home Sea Service, General Service Commission January, 1964, H.M.S. London, Wessex.

H.M.S. Barrosa (A/D Conversion), October 25, at Singapore, for Foreign Service (Far East), 24th E.S. (A).

H.M.S. Penelope (A/S Frigate), October (may be delayed), at Newcastle for Home Sea Service, 20th Frigate Squadron, U.K. Base Port, Devonport.

No. 829 H.Q. Squadron, October 29, at R.N. Air Station, Culdrose, Home Sea Service, Wasp.

H.M.S. Mohawk (G.P. Frigate), November 29, at Barrow, for Home Sea Service, General Service Commission January, 1964, Home/Middle East, 9th Frigate Squadron, U.K. Base Port, Portsmouth (C).

H.M.S. Ajax (A/S Frigate), November 19 (may be delayed), at Birkenhead, for Home Sea Service, Foreign Service from date of sailing—May, 1964 (tentative date), Far East, 24th E.S. (A).

H.M.S. Loch Fada (A/S Frigate), November 28, at Singapore, for Foreign Service (Far East), 3rd Frigate Squadron (A).

H.M.S. Defender (Destroyer), November, at Chatham, for trials. (To Reserve on completion of long refit.)

H.M.S. Caprice (Destroyer), November, at Rosyth L.R.P. complement.

H.M.S. Bulwark (Commando Ship), December 3, at Devonport, for Home Sea Service, Foreign Service (Far East).

H.M.S. Eastbourne (A/S Frigate), December 3, at Rosyth, for trials. Commissions for Home Sea Service, February 18, 17th Frigate Squadron, U.K. Base Port, Devonport.

H.M.S. Cook (Surveying Ship), December (may be delayed), Place of commissioning under consideration, for Foreign Service (Far East/Pacific) (A).

H.M.S. Eagle (Carrier), early January, at Devonport, for trials, General Service Commission, Home/East of Suez, early June, 1964, U.K. Base Port, Devonport.

H.M.S. Grafton (A/S Frigate), January 2, at Portsmouth, for trials, Commissions for Home Sea Service, February 27, 20th Frigate Squadron, U.K. Base Port, Portsmouth (C).

H.M.S. Brighton (A/S Frigate), January 9, General Service Commission, East of Suez/Home, 25th Escort Squadron, U.K. Base Port and place of commissioning under consideration.

H.M.S. Cavendish (Destroyer), January 9, at Rosyth, for General Service Commission, East of Suez/Home, 25th Escort Squadron, U.K. Base Port, Rosyth.

H.M.S. Falmouth (A/S Frigate), January 9, at Devonport, for General Service Commission, East of Suez/Home, 25th Escort Squadron, U.K. Base Port, Devonport.

H.M.S. Aisne (A/D Conversion), January 9, at Portsmouth, for General Service Commission, East of Suez/Home, 25th Escort Squadron, U.K. Base Port, Portsmouth.

In Memoriam

John Gerald Tracey, Acting Leading Engineering Mechanic, P/K. 941746, H.M.S. Dolphin, Died May 24, 1963.

Norman Henry Sapsford, Able Seaman, P/J.944188, H.M.S. Hampshire, Died June 12, 1963.

Alan Arthur Gossop, Corporal, Royal Marines, R.M.15408, R.M. Training Centre, Newcastle upon Tyne, Died June 17, 1963.

Alan Robert Ford, Able Seaman, P/J.952421, H.M.S. Terror, Died June 18, 1963.

Edward Robert Charles Nightingale, Petty Officer Steward, P/LX.896993, H.M.S. Victorious, Died June 21, 1963.

Reginald Jeffery, Lance Corporal Royal Marines, T.M.20777, 45 Cdo, R.M. Died June 23, 1963.

John Heeley, Petty Officer Steward, L/LX.854199, H.M.S. Tartar, Died June 23, 1963.

Peter Bennett, Electrical Mechanic 1/c, P/052309, H.M.S. Vidal, Died June 24, 1963.

Peter James McNally, Acting Leading Radio Operator, P/J.972839, H.M.S. Mercury, Died June 25, 1963.

Sub Lieutenant Michael Dennis Cooper, Royal Navy, H.M.S. Hermes, Died June 28, 1963.

Acting Sub Lieutenant David Edward Arthur, Royal Navy, H.M.S. Hermes, Died June 28, 1963.

Robert Allister Scott, Engineering Mechanic 1/c, D.K./975301, H.M.S. Redoubt, Died July 2, 1963.

Leslie Robert Scott, Naval Airman 2/L, J/066695, H.M.S. Hermes, Died July 3, 1963.

Derek Faber Elliott, Leading Electrical Mechanic, P/M.969097, H.M.D. Decoy, Died July 8, 1963.

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H.M.S. Bastion (L.C.T.), March 5, at Bahrain, for Foreign Service
(Continued on page 5, column 2)

PROUD 'DRAKES'



The victorious Plymouth Command Field Gun crew—the "Dark Horses" of the competition at Earl's Court—proudly display their trophies—the Inter-Command Challenge Cup and the Aggregate Time Challenge Cup—as headed by Lieut. D. J. Lovell, R.N., the Field Gun Officer, it marches through H.M.S. Drake. First Trainer of the team was C.P.O. J. Mant. On the right is "the biggest tiddy oggy in the world (?)" in front of which Commodore T. E. Barlow, D.S.C., congratulates the team on their fine performance, while on the left of the picture is Vice-Admiral Sir Nigel S. Henderson, K.C.B., O.B.E., the Commander-in-Chief, Plymouth.



The Air Command team won the Fastest Time Cup with a run of three minutes

Chiefs visit Drafting Authority

IT is a widely held belief among ratings that, because of its apparent inaccessibility, and because of the emphasis which has been given to the use of machines in the Office of Commodore, Naval Drafting, at Lythe Hill, near Haslemere, drafting nowadays is an impersonal, soulless business.

Some ratings have thought that those responsible of drafting felt they were dealing not with men, but with cards. As articles in "Navy News" have pointed out, this assumption is very wrong indeed. Although fair drafting is a science, it is a science coupled with the utmost regard for the equality of treatment throughout men's careers and, so far as possible, endeavouring to satisfy the individual's wishes.

In order that men of the Fleet may have some idea of the work involved and the care taken in this work, the Commodore, Naval Drafting, has initiated a scheme whereby, about every four months, a party of chief petty officers from ships and establishments in the United Kingdom can spend a day at Lythe Hill House. The first party of 12 visited the office of Commodore, Naval Drafting, on July 18, and were taken through the various offices, the work of each being explained to them. They were encouraged to ask any question they liked which were fully answered.

These new short "acquaintanceship" visits will do much to offset any prejudices and erroneous ideas which may exist.

H.M.S. Wakeful (Lieut.-Cdr. J. P. Fisher, R.N.), will be guardship for Cowes Week, August 3 to 10.

END OF THE ROAD

FINAL milestones were reached last month in the lives of three of the Royal Navy's "T" class submarines, all completed in 1944, and each with Second World War battle honours officially credited to her name.

Berthed at Fort Blockhouse after a passage from Australia across the Pacific and through the Panama Canal is H.M.S. Tapir, now scheduled for disposal. Commanded by Lieut.-Cdr. D. H. Lorrimer, R.N., she has been serving with the Fourth Submarine Division at Sydney and in her last commission has encircled the globe.

FIVE YEARS AWAY

The Tapir, which sank a German U-boat off Norway on her first operational patrol in 1945, left the United Kingdom to proceed to Australia by way of the Mediterranean in 1958. Of her present ship's company, five have married Australian girls and six are remaining in Australia on expiry of their engagements.

From Chatham, two other submarines of the same class—the Trenchant and Tudor—were towed away, on their last voyage to a breaker's yard at Faslane.

Both were in action in the Far East before VJ Day and the Trenchant, built at Chatham, was responsible for the sinking of the 10,000-ton cruiser Ashigara during a patrol in July, 1945, scoring five torpedo hits on the Japanese ship.

Slight damage was caused to the frigate H.M.S. Blackpool, at Portsmouth, on July 17, when an oil-fired stove caught fire.

The Royal Navy Rifle Team won the Burdwan Cup at the Inter Services meeting at Bisley, the first Navy victory since 1946.

SHIPS OF THE ROYAL NAVY

H.M.S. Hampshire

No. 93



LEOPARD IN COLLISION

H.M.S. Leopard, the anti-aircraft frigate, was in collision with the South African Navy minesweeper Pietermaritzburg on July 27 during exercises off Cape Point.

Ordinary Seaman Thomas Bolton, of H.M.S. Leopard, was killed. There were no other casualties.

Both ships had damage to their bows, Leopard being holed below the water line.

Advancements

CONFIRMATION has been received that the following have been advanced to the Chief Petty Officer rate of Chief Artificer rate:

To Chief Petty Officer
JN 161108 R. C. N. Robinson, JN 802111 A. M. Moore, JN 175945 K. Savage-Brookes, JN 350938 G. F. Galvin, J. 944534 J. Mudring, JN 160887 A. J. E. Powell, JN 922821 C. S. Inghis, JN 713399 G. C. Hume, JN 162306 K. W. White, JN 292013 G. S. Rye.

To Master-at-Arms
MX 715046 N. A. W. Penfold, MX 804091 P. G. S. Baldwin

To Chief Petty Officer Writer
MX 734944 A. Beckett, MX 848798 J. Rudd, MX 885268 L. E. Oliver

To Stores Chief Petty Officer (S)
MX 780422 J. W. Allerton

To Chief Petty Officer Cook (S)
MX 847465 P. W. Yeates

To Acting Chief Engineer/Artificer
MX 902398 P. Woodford, MX 803681 K. J. Halls, MX 708051 R. S. Baldwin, MX 902512 C. F. Low, MX 902245 R. W. Crane

To Acting Chief Mechanician
KN 105578 C. A. Taylor

To Chief Shipwright Artificer
MX 85813 P. A. Tibbenham, MX 919654 P. E. Quick

To Acting Chief Ordnance Artificer
MX 902372 B. W. Goddard

To Chief Engineering Mechanician
KN 867321 J. R. Hankin, KN 851120 W. H. Matthews, KN 784020 W. E. Gray, KN 872934 R. Dennis, KN 902880 N. P. O'Leary, KN 558122 A. B. G. McGreor

To Chief Electrician
MX 809500 R. P. Robinson, MX 759198 C. Webster, MX 581757 J. Baker, MX 881784 W. E. Paxman, MX 836023 R. G. F. Slater, MX 870166 L. A. Ringer, MX 879125 L. F. Bence

To Acting Chief Radio Electrical Artificer
MX 902213 R. G. Batten

To Chief Radio Electrician
MX 915278 J. S. Scott

To Chief Radio Supervisor (G)
JN 673031 S. Pittaway, JN 884506 C. A. O'Brien, JN 843014 M. J. Matthews

To Chief Radio Supervisor (W)
JN 162974 K. R. Whitely, JN 818429 I. A. T. Read

To Chief Communicating Yeoman
JN 843183 J. D. Hedges, JN 246492 J. P. Fiddick, JN 712313 D. A. King

To Sick Berth Chief Petty Officer
MX 875834 C. J. D. Symonds

To Chief Wren (R.P.)
112089 M. G. Grant

To Chief Wren (Regulating)
70218 J. E. King

To Acting Chief Aircraft Artificer (AF)
L/FN 669883 R. G. Vinal, L/FN 855978 M. J. Woodland

To Chief Airman (AH)
L/FN 866434 J. Waters

To Acting Chief Electrical Artificer (Air)
L/FN 669398 R. S. Henderson

To Chief Electrician (Air)
L/FN 850054 K. R. Hipkins, L/FN 817102 C. E. Carey

To Chief Radio Electrician (Air)
L/FN 867852 S. G. Perry

SHIPS OF THE ROYAL NAVY

POSTCARD photographs of the following H.M. Ships may be obtained from the Editor, "Navy News," R.N. Barracks, Portsmouth, price 6d. each, which includes postage.

Theseus, Bulwark, Ocean, Eagle, Centaur, Glasgow, Kenya, Newcastle, Albion, Ark Royal, Loch Killisport, Diana, Taciturn, Daring, Chevron, Zest, Vanguard, Murray, Cumberland, Scorpion, Liverpool, Apollo, Lynx, Salisbury, Sheffield, Girdle Ness, Maidstone, Newfoundland, Warrior, Britannia, Bermuda, Victorious, Corunna, Alamein, Vigo, Tyne, Jutland, Talent, Palliser, Explorer, Porpoise, Redpole, Gambia, Tiger, Russell, Dainty, Protector, Undine, Defender, Dartington, Carron, Whitby, Eastbourne, Torquay, Mounts Bay, Belfast, Hermes, Armada, Yarmouth, Lion, Hartland Point, Leopard, Token, Chichester, Echo, Loch, Fada, Tenby, Puma, Blake, Excalibur, Troubridge, Rhyl, Camperdown, Oberon, Cachelot, Blackpool, Berwick, Diamond, Acheron, Layburn, Scarborough, Sea Lion, Falmouth, Ashanti, Broadsword, R.F.A., Tidesurge, Striker, Plymouth and Nubian.

H.M.S. Hampshire, a guided-missile destroyer, (6,200 tons, full load), was built by John Brown & Co. (Clydebank) Ltd., being laid down on March 24, 1959, launched March 16, 1961 and commissioned on March 15, 1963.

The other five of this "County" class are the Devonshire, Kent, London, Fife and Glamorgan.

U.S. mids. to train in R.N.

A NUMBER of American midshipmen are to undergo training with the Royal Navy. The first group of nine are likely to join a ship in the Far East.

Six of the midshipmen will be from the Naval Academy at Annapolis, Maryland, the U.S. equivalent to Britannia Royal Naval College, and three will be from Naval Reserve Officers' Training Corps.

The N.R.O.T.C. operates in many American universities and goes a step further than the Combined Cadet Force in British Schools in that training is more advanced and instructors are serving naval personnel. Midshipmen joining the Navy from N.R.O.T.C. units have equal seniority to contemporary Naval Academy graduates.

Ships of this class have three main roles: (1) escort duties with a task group; (2) ability to bombard in support of land forces; and (3) police duties in peace time in any part of the world.

They have a very powerful armament and an endurance which will give them a considerable capacity for operating on their own. The guns are four 4.5-inch (two twin turrets forward) and there is a twin launcher aft for Seaslug ship-to-air guided missiles and two quadruple launchers for Sea-cat close-range ship-to-air missiles.

QUICKLY UNDER WAY

These super destroyers have COSAG propulsion, (combined steam and gas turbines). The gas turbines are used to supplement the steam power for high-speed work and enable ships in harbour without steam to get under way instantly in an emergency.

Hampshire is 520½ feet in length (over all) with a beam of 54 feet, and the complement is 440 officers and men.

The present Hampshire is the sixth of her name to serve in the Royal Navy. The fourth one, a twin-screw, four-funnelled cruiser of 10,850 tons, with four 7.5-inch and six 6-inch guns, launched at Elswick in 1903, was sunk in 1916 with the loss of her crew and Lord Kitchener.

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beneficial treatment, which is proving building, conversions, scrappings, etc. may account for slight variations.)

Ships ordered out of Harbour to escape wall of flame

TRIPOLI RAIDED 35 TIMES IN MONTH

'Unloading History'

[In his previous nine articles on *Some Temporary Naval Bases*, Capt. Waigh told of the build-up of H.M.S. Fortitude, at Ardrossan, at the beginning of the Second World War, of the base at Port Sudan and the beginning of the rehabilitation of the port of Tripoli after it had been captured from the enemy in January, 1943. In the June issue he told of the fire, caused by careless smoking when unloading cased petrol, which threatened the port, and of the Senior Officer, Inshore Squadron, who was knocked out by a piece of falling metal.]

ALTHOUGH the Senior Naval Officer, Inshore Squadron, had been knocked out by falling debris caused by the fire, he was not seriously hurt and soon regained consciousness. Having removed the drums of high-octane petrol from the danger area, the Army fire fighters, with foam containers secured to their shoulders, soon had the fire under control, although the rat-tat-tat of the exploding small ammunition caused some concern. The very serious fire, which might have spread at an alarming rate, had caught the Royal Navy without fire-fighting equipment, a very sad tale. After an investigation by the Army authorities into the cause of the fire, the personnel considered responsible were immediately sent into the forward Army area.

Widening and deepening of the channel through the blockships proceeded apace, until it reached 125 feet in width and 26 feet in depth. This could not be increased until s.s. Giovanni Batiste could be removed or pivoted. Work was concentrated on the patching of seven large holes well below the waterline. It was a hazardous task piloting heavy, large ships through the channel and, with only a moderate cross-wind, entrance or exit was impossible. If bad-weather conditions existed when a convoy was due there was no alternative but to direct the commodore to remain at sea, where he had to be ready to resist attack by aircraft or submarine, the outer anchorage being crowded with the empty ships of the previous convoy, ready to sail for Alexandria, escorted by the ships which had brought in the incoming convoy.

Additional L.C.T.s, and "Z" lighters had arrived from Benghazi and berths for them had been constructed by the Royal Engineers and berths for the ships of convoys had been increased by the Admiralty berthing officer.

FREQUENT AIR RAIDS

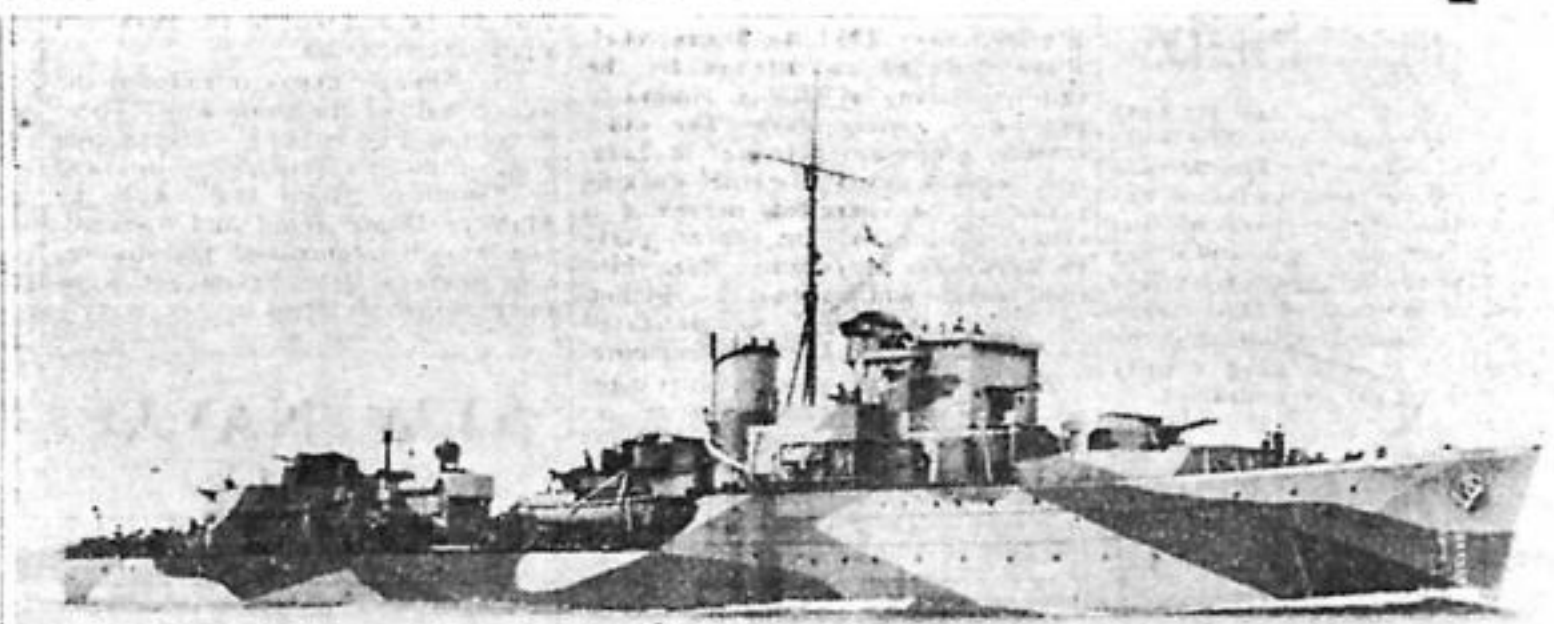
By February 21 there were 17 large ships berthed and discharging cargo. This left little room for dispersal during the frequent air raids. Several

of the smaller oil-fuel tanks had been repaired by the Royal Engineers and a 6-inch pipeline ran along the Karamanli Mole. Water supply had also been restored, and numerous watering points for L.C.T.s, and other small craft had been established.

With the arrival of the oiler Cherryleaf, and water tanker Ning Kwang, and with a stock of coal building up, the servicing of escort vessels and ships of convoys became much simpler. There had been a minor mishap on the arrival of Cherryleaf; she had collided with the convoy ship s.s. Ozarda, but little damage had occurred.

The tonnage discharged by the end of February had increased, on average, to over 2,000 tons per day, in spite of enemy air raids. The number of raids during February, mostly at night, was 35. Five aircraft had been destroyed by A.A. gunners plus five probables and two damaged, while the R.A.F. fighters had accounted for another seven. The balloon barrage proved to be quite ineffective as the casualties were nearly 100 per cent shot down by our own gunfire.

From January 23, the day of occupation, until February 28, 1943, 59 transport had entered the harbour and 54 had sailed, plus escort vessels. The Prime Minister, Winston



H.M.S. Derwent, the "Hunt" class destroyer, built in 1941, was damaged at Tripoli in March, 1943. The ship was broken up in 1946

Churchill, was obviously delighted at the progress made and on February 24, 1943, sent a signal to say: "Tell them they are unloading history."

PROGRESS MADE

The month of March opened with a fair horizon over all fields of operations. "Monty" was well satisfied with the continued increase of the rate of discharge and coal was becoming more plentiful. The Cherryleaf and King Kwang delivered oil and water to the ships in harbour, and a deep-water berth for oiling and watering had been established on the Karamanli

SOME TEMPORARY NAVAL BASES AND PORT PARTIES 1939-1945

by
Capt. H. F. Waigh, O.B.E.
R.N. (retd.)

Mole. Electrical and engineering workshops had been fitted out, and a wide range of repairs could be undertaken, including boiler cleaning of the smaller ships.

The swept channel through the minefield to the outer anchorage had been widened and straightened to a width of two miles, while the 14th Minesweeping Flotilla was clearing a new route to the north-west. This would allow the Malta section of the convoy to be detached off the entrance to Tripoli, thus giving it additional protection from the minefield; and empty ships from Malta could join the escorts, and those from Tripoli, immediately outside of Tripoli Harbour.

Admiral Harwood, Commander-in-Chief, Levant, had visited the port at the beginning of the month, and was very pleased with the progress which had been made, and to see at first hand the great efforts being made to restore the port to a very high standard of efficiency.

General Montgomery visited some of the ships of the 14th Minesweeping Flotilla and some of the transports, and later, inspected the base workshops, telling officers and ratings that they were doing a fine job.

Although hardship and short rations were the order of the day, and air raids were the order of the night, morale was high, and every man was proud to be serving in this front-line port.

PRIORITY FOR HOSPITAL SHIPS

Tripoli was used as the port of embarkation of hospital cases, and the hospital ships Llandovery Castle and Dorsetshire were used for this purpose. It added to the difficulties of water transport, as the "Z" lighters ferrying stores to the shore had to be used. The embarkation had to be treated as a priority operation, because hospital ships, with wounded or sick on board, were not allowed to remain anchored in harbour overnight. Weather conditions added to the problems. If adverse weather arose after embarkation had taken place, and the passage through the blockship channel was considered dangerous, sailing had to be cancelled, and the sick and wounded had to be discharged to the shore hospital. Every priority had to be given to these ships. The piloting "in" and "out," and embarkation, had to be carried out between first light and two hours before sunset. Hospital ships had to arrive and leave the port on the same day. This problem arose on several occasions.

The intensive air raids slowed down the rate of discharge. On the night of March 7, H.M. Tug Brigand and s.s.

Tureby were damaged by near misses. On the night of March 19 the worst attack was experienced. The harbour and outer anchorage was crowded with shipping, many of the empty transports being anchored in the outer anchorage, and during the day a convoy of 18 fully laden ships had arrived and the last two had been berthed inside of the harbour just by sundown. In addition, escort destroyers, corvettes, whalers, mine-sweepers, L.C.T.s, tugs, and motor-launches, oilers and water tankers occupied many berths.

DIRECT HITS ON SHIPS

The weather was overcast and misty. It was not the sort of night that an attack would be expected and a remark to that effect was made. But immediately afterwards, the A.A. guns opened fire. Enemy planes had got through to attack, without having been detected by radar. Fortunately the A.A. gun crews had just taken up night action stations and their intensive barrage must have been effective, but, be that as it may, direct hits had been made on two heavily laden ships and they were on fire, burning fiercely from stem to stern, the ships' crews having to jump overboard.

As has been said before fire-fighting equipment was a minus quantity. Under these circumstances the fires could not be dealt with and ships in adjacent berths were warned to take precautions for their own safety and every available power boat was sent

out to rescue members of the crews who had jumped overboard.

I went afloat in a motor-boat, and on approaching the bows of s.s. Malayan Prince I was hailed from the fore-castle and warned to beware of floating mines. As we approached closer an object passed the boat, and it appeared to be creating a bow wave. Explosions could be heard which were mystifying until I reached the destroyer H.M.S. Derwent. She had been hit below the waterline abreast the engine room, and was making water rapidly. Fortunately H.M. Tug Brigand, damaged a few nights before, had been repaired, and was in the vicinity when Derwent was hit. Brigand quickly got alongside. Derwent slipped her cable and was grounded by H.M. Tug Brigand on a sandbank for safety. It was now realised that the enemy planes had dropped circling torpedoes. Part of Derwent's crew were landed and accommodated in the base messes, whilst the commanding officer, Cdr. Royston Wright, R.N. (now Admiral Sir Royston Wright), proceeded on board H.M.S. Easton to assume command of the destroyer escorts.

The vessels set on fire were s.s. Varvara loaded with cased petrol and s.s. Ocean Voyager, loaded with a mixed cargo of petrol, bombs, ammunition, oil, etc. Both ships continued to burn furiously, and intermittently large drums of petrol were blown up into the air and exploding. Towards midnight, the fire on Varvara appeared

(Continued on page 5, column 1)

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Issued by H.M. Forces Savings Committee

Lord Mayor— ex-Navy —visits Subs

WHEN H.M. Submarines Sea Lion and Talet visited Newcastle from May 23 to 28, one of the first persons to be officially received on board was Alderman Henry Simm. It was his first day in office as Lord Mayor and it was most appropriate that one of his first duties was to visit one of H.M. ships, for he was a seaman torpedoed in the First World War, becoming a petty officer before he was demobilised.

Tynesiders are traditionally friendly folk and the cheerful waves and whistles from the decks of ships building refitting as the submarines steamed up the river to their berths at Corporation Quay, together with the welcome from the "Geordies" wherever the ships' companies went, showed that the tradition is still well to the fore. Dance halls and buses were free to the submariners, and there were many, both ashore and afloat who were sad when the two ships sailed after five splendid days.

MANY VISITORS

At low water the brow was precipitous, but this did not deter the visitors. Some 5,000 people looked around the ships on the Saturday and Sunday. Tours were organised for 240 school children and cadets and 40 children from a city home came for a riotous party one afternoon, consuming enormous quantities of jelly and ice-cream. Six children from the Royal Victoria School for the Blind negotiated the steep slopes and vertical ladders very successfully.

The submariners' football team was beaten 3-0 by the local R.M.F.V.R., and the cricket team was soundly thrashed by the Newcastle Breweries, but both games led to very convivial parties: the barrel of beer

(Continued in column 2)

SAILORS IN THE MAKING

(Continued from page 4, column 5)

to be dying down and Ocean Voyager was burning less fiercely, so I decided that we should all try to get some rest, and be ready for action again at daylight.

I had just removed my boots, when, at five minutes past midnight, a terrific explosion occurred which threw me to the floor. The whole building which comprised "Navy House" rocked heavily, and doors and shutters were burst open, revealing a tremendous glare in the sky.

My first thoughts were that the enemy must have carried out another attack, and had hit the barracks, but the signalman quickly reported that s.s. Ocean Voyager had blown up. What a catastrophe! I hastened to the flat roof of Navy House to gather an overall picture of the harbour, to help me make whatever decision I deemed necessary.

HARBOUR ABLAZE

The blowing up of Ocean Voyager had tipped hundreds of cans of petrol into the harbour and the sea was alight over a large area. To make matters worse, the force of the explosion had split s.s. Varvara into two parts, and she also had spilt her cans of petrol in the sea. Varvara and Ocean Voyager, separated by approximately two cables the cans of petrol joined forces and the surface of the harbour was fiercely ablaze, with flames some hundreds of feet in height. Furthermore, the wind had increased and veered to the north-west, which meant that the majority of the fully laden ships and many of the escort vessels would be enveloped in this wall of flame as it moved slowly and relentlessly across the harbour, cutting across the line of approach to the entrance.

My reaction was immediate. I made a general signal to all ships: "Weigh and proceed out of harbour, independently, paying due regard to your own safety. No pilots available." As I watched some of these big ships twisting and turning, enveloped at times in flames, it made me feel ill. Even when they had cleared the wall of flame there was the difficult channel to be negotiated. If, by ill luck, the channel was blocked by one of these ships it would be calamity, but the risk had to be accepted. By the grace of God, most ships cleared the harbour, but a few grounded on sandbanks, fighting the fire successfully.

(To be continued)

Albion's 'Everybody Out' makes £210

IN December, 1962, the Brunei rebellion thwarted an attempt by the ship's company of H.M.S. Albion to put on a variety show. The more recent Communist activities in Sarawak, which caused an earlier docking period to be cancelled, prevented a second attempt of the concert party to show their versatility. But, third time lucky—and on June 13, 14 and 15, "Everybody Out" was presented at the Naval Base Theatre, Singapore.

A good attendance on the first night was followed by packed houses on the remaining two nights—Admiral and Lady Dreyer honoured the occasion with their presence on the last night. The proceeds, which were donated in entirety to the Naval Base Charity Chest, reached the satisfying total of £210.

MUSIC WITH VARIETY

The show had a distinctly musical bias, but, nevertheless, with considerable variety. The Wardroom set the show off to a good start with "The Captain's Other Table"—the lyrics remaining topical as the music switched frequently and abruptly with extracts from most of the well-known operas. This was followed by a meeting by our Chaplain, John Scott, with an "old flame" which led to rather uncertain reminiscences in "I remember it well." The Falcons, who also form the guitar section of the ship's dance band, had everyone's feet tapping with their truly professional "strumming"—whilst "Harmonicas in

(Continued from column 1)

in the changing room at the cricket match may have contributed to the submariners' downfall. The water-polo team had very little stamina left for its match on the last day of the visit and they lost 2-5.

Harmony" inevitably set the audience humming. The Brothers St. John, with their now renowned miming act, brought the first part of the show to a hilarious conclusion.

The Albion Singers introduced the second half of the show with "There is nothing like a Song"—(Black and White Minstrels, watch it!)—followed by "Saturday Night Out" with the Albinoes Dance Band and vocalists. The ship's band provided light musical entertainment both before the show and during the interval.

NEW NAVAL A.D.C.s

The following officers have been appointed Naval Aides-de-Camp to the Queen from July 7, 1963:

Capt. W. J. Parker, O.B.E., D.S.C., R.N. in succession to Capt. N. L. A. Jewell, M.B.E., D.S.C., R.N.
Capt. H. R. B. Janvrin, D.S.C., R.N. in succession to Capt. F. P. Baker, D.S.C., R.N.
Capt. S. Grattan-Cooper, O.B.E., R.N. in succession to Capt. D. G. Clutterbuck, R.N.
Capt. B. Pengelly, D.S.C., R.N. in succession to Commodore D. McEwen, D.S.C., R.N.
Commodore T. E. Barlow, D.S.C., R.N. in succession to Commodore J. L. Blackham, R.N.
Capt. D. Vincent-Jones, D.S.C., R.N. in succession to Capt. T. D. Herrick, D.S.C., R.N.
Capt. H. R. B. Newton, D.S.C., R.N. in succession to Capt. J. A. C. Henley, D.S.C., R.N.
Capt. A. J. Cawthra, R.N. in succession to Capt. G. H. Nicholls, O.B.E., R.N.
Capt. B. H. Champion, M.B.E., R.N. in succession to Capt. J. E. P. Smeall, R.N.
Capt. F. V. Harrison, R.N. in succession to Capt. P. P. M. Green, R.N.

DRAFTING FORECAST (cont'd)

(Continued from page 2, column 5)

(Middle East), Amphibious Warfare Squadron (F).
No. 800 Squadron, March 17, at R.N. Air Station, Lissiemouth. General Service Commission, Buccaneer.
H.M.S. Rothesay (A/S Frigate), March, at Portsmouth. General Service Commission, West Indies/Home, 8th Frigate Squadron, U.K. Base Port, Portsmouth.
H.M.S. Caesar (Destroyer), March, Place of commissioning and type of service—under consideration.
H.M.S. Lincoln (A/D Frigate), March, at Singapore for Foreign Service (Far East), 24th Escort Squadron (A).
H.M.S. Galatea (A/S Frigate), March, at Wallsend-on-Tyne, for Home Sea Service, 3rd Frigate Squadron, transfer to 26th Escort Squadron, December, 1964. Foreign Service, September, 1964, from date of sailing, Far East (tentative date) (A).
H.M.S. Chichester (A/D Frigate), April 7, at Chatham for trials, General Service Commission, Med./Home, June, 1964, 27th Escort Squadron, U.K. Base Port, Portsmouth (C), (A).
H.M.S. Euryalus (A/S Frigate), April 20 (tentative date), at Greenock, for Home Sea Service, 3rd Frigate Squadron, Transfer to 26th Escort Squadron, December, 1964. Foreign Service (from date of sailing) Far East.
H.M.S. Duchess (Destroyer), April (under consideration), at Singapore for Foreign Service (Far East), 24th Escort Squadron.
H.M.S. Lion (Cruiser), April, at Devonport. Service under consideration U.K. Base Port, Devonport.
H.M.S. Hermes (Carrier), April, at Devonport, L.R.P. Complement.
H.M.S. Albion (Commando Ship),

May, at Portsmouth, for Home Sea Service, Foreign Service from date of sailing (Far East), U.K. Base Port, Portsmouth.
H.M.S. Whitby (A/S Frigate), May, at Chatham, General Service Commission, South Atlantic and South America/Home, 7th Frigate Squadron, U.K. Base Port, Portsmouth (C).
H.M.S. Anzio (L.S.T. and No. 1 Assault Squadron), May, at Bahrain, Foreign Service (Middle East), Amphibious Warfare Squadron (B).
H.M.S. Dampier (Surveying Ship), May, at Singapore, Foreign Service (Far East) (C).
H.M.S. Llandaff (A/D Frigate), May, at Devonport, L.R.P. Complement.
H.M.S. Delight (Destroyer), May 28, at Rosyth for trials, (To Reserve on completion of long refit.)
H.M.S. Puma (A.A. Frigate), May 28, at Portsmouth for trials, General Service Commission, July 30, Home/South Atlantic and South America, 7th Frigate Squadron, U.K. Base Port, Devonport.
H.M.S. Exmouth (A/S Frigate), June, Transfer to Fishery Protection Squadron, Home Sea Service, U.K. Base Port, Rosyth.
H.M.S. Protector (Ice Patrol Ship), June, at Portsmouth, General Service Commission, Falkland Islands and Antarctic (Falkland Island Dependencies), U.K. Base Port, Portsmouth.
H.M.S. Redoubt (L.C.T.), June, at Bahrain, Foreign Service (Middle East), Amphibious Warfare Squadron (F).
H.M.S. Owen (Surveying Ship), June, at Devonport, for General Service Commission, Middle East/Med. U.K. Base Port, Devonport.
H.M.S. Blackwood (A/S Frigate), June, at Rosyth, L.R.P. complement.

HOLIDAY OF A LIFETIME Three hundred Cadets to visit Gibraltar in Belfast

WHEN H.M.S. Belfast wearing the flag of the Admiral Commanding Reserves and Inspector of Naval Recruiting (Rear Admiral H. C. Martell C.B., C.B.E.) sails from Portsmouth on Saturday, August 10, she will have on board three hundred Cadets of the Combined Cadet Force and Sea Cadet Corps on what for many of them will be the holiday of a lifetime.

In the cruiser Belfast, undertaking post refit trials before going into reserve, they will be making a round passage to Gibraltar carrying out training and a variety of tasks in the ship in which they will undertake as far as possible many of the full duties of members of the ship's company.

MARCH THROUGH PORTSMOUTH

The boys, aged sixteen to eighteen years, come from all parts of the United Kingdom and include the band of the Tooting and Balham Sea Cadet unit. They all report to the R.N. Barracks at Portsmouth on the day before sailing to draw tropical uniforms and to be accommodated overnight before marching through the streets of Portsmouth to the dockyard in the traditional manner to embark in the Belfast, commanded by Captain H. C. J. Shand, D.S.C., R.N.

Off Ushant, the Belfast will rendezvous with the eleven coastal minesweepers of the Royal Naval Reserve Divisions manned entirely by reservists, mostly new entries. In addition,

Why no R.M. 'Gun-runners'?

SIR.—For the past few years there has been a rumour that the Royal Marines are going to take part in the Royal Tournament with a field-gun crew, but, alas, nothing has materialised so far.

I would like to suggest, through the medium of "Navy News," that some consideration be given by the "powers that be" to the idea of the Royal Marines taking a very active part (not that they are not already doing a fine job in their own display in the Royal Tournament) as a field-gun's crew.

I have been led to believe that at one time a branch of the Royal Marines, known as the Royal Marine Artillery, did take an active part in the field-gun run, as recently as 1923, but this was discontinued when the reorganisation of the Royal Marines took place.

The advent of the Royal Marines taking part as a field-gun crew would, I feel, give a real shot in the arm to the field-gun run.—Yours, etc., D. W. SHAW, Petty Officer, Portsmouth.



H.M.S. Belfast leaving Guam in April, 1962, with paying-off pennant flying, after about three years on the Far East Station. During the cruiser's last commission, January, 1961, to June, 1962, she steamed nearly 75,000 miles

most of the minesweepers will carry a small number of Sea Cadets. A programme of exercises is planned for the passage to Gibraltar, where the ships are to arrive on Wednesday, August 14.

FACILITIES AT GIBRALTAR

At Gibraltar, the Belfast and the R.N.R. minesweepers will be joined by ships of the 7th Minesweeping Squadron from the Mediterranean Fleet. For the minesweepers visits to Spanish ports, Ceuta and Tangier are planned, while an exchange of facilities at Gibraltar will take place between the Belfast and the S.S. Dunera on a cruise to Lisbon and Madeira with 800 school children on board.

Belfast returns to the United Kingdom and disembarks the Cadets at Plymouth on August 24.

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A car crash occurs at the start of 10,000 miles journey

Passage to China in H.M.S. Carysfort

[In the following article, the 28th in the series, Neptune, who joined the Royal Navy in 1904, continues the story of his naval career. Last month he wrote of the last months of his service, in command of H.M.S. P.C.74, and of his appointment, in command, of H.M.S. Stormcloud, a fleet destroyer of the 8th Destroyer Flotilla, serving on the China Station. On Friday, February 13, 1929, he set off by road for Plymouth and, as he says, "nearly met my Waterloo."]

THE winter of 1929 was a severe one and for a week or more before I was due to proceed to Plymouth to join H.M.S. Carysfort for passage to China, the roads had been frozen and, in places, were dangerous. Prior to the date of Friday, February 13, I had always treated the idea of superstition with scorn. But during the night of 12-13 I had a vivid dream in which I was trapped in a car which was on fire. It was a great relief to awake and find, after all, it was but a dream.

My plan was to leave my home at Denmead, Hampshire, by road to Weymouth, where I had arranged to leave the car for disposal, and proceed with my luggage by rail to Plymouth. But what man proposes, God sometimes disposes. I started my journey in good spirits. The roads were tricky, but the New Forest was made in good time. Ringwood, Wimborne, Bere Regis and Dorchester were behind me and the remainder of the journey was short.

A ROAD ACCIDENT

Alas, on rounding a bend, to run down the coast road, I found, immediately across by line of advance, a large car in the process of a skid. Unfortunately, I put my foot on the brake pedal and from that moment, my life was in the lap of the gods. My car slewed broadside on, mounted the bank at the roadside, and was soon spinning round on the rear wheels. But for my luggage on the rear grid,

the car would have somersaulted. However, it completed a circle and crashed, head-on, with the other car, which had come to rest by the roadside.

I, and the driver of the other car, had come through this ordeal with only minor injuries, and shock reaction. My car was seriously damaged, so, obtaining help, from a near-by village, I carried my luggage down the hill to a waiting taxi. The driver would not risk driving up the hill. So, leaving my car by the roadside, I pro-

ceeded by rail, to join H.M.S. Carysfort at Plymouth, to commence the 10,000-mile voyage to Hong Kong.

Am I superstitious? My answer now, after such a dream and nerve-racking experience, is Yes!

There were quite a few officers and ratings taking passage to join the ships on the China Station. Lieut.-Cdr. Sims, R.N., was to take over command of H.M. Destroyer Sterling, and he was to be in my sub-division. Lieut.-Cdr. Sitwell, R.N., was to take command of a river gunboat up the Yangtze River

age, my eyes had become troublesome, and I could read only with difficulty.

IN COMMAND OF STORMCLOUD

We arrived at Hong Kong on April 9, 1929, and arrangements were made for destroyers to exchange commanding officers the following day. As Stormcloud was not recommissioning, the take-over did not take long. Lieut.-Cdr. James, whom I was relieving, turned over a smart and efficient ship, with a keen and enthusiastic ship's company of officers and ratings. I called on Capt. Mark Wardlaw, R.N., "Captain D" of the 8th Destroyer Flotilla, on board the Flotilla Leader, H.M.S. Bruce. I learned that I was the senior lieutenant-commander-in-command and that Stormcloud and Sterling would comprise my sub-division.

Prior to my joining Stormcloud, the 8th Flotilla had been split, and most of the destroyers had been away on detached service in many parts of the China Station. But Admiral Waistell, the new Commander-in-Chief, decided that, in future, every effort was to be made to concentrate the destroyers, firstly in Hong Kong to accustom the commanding officers to operate as a Fleet Flotilla in company with the Cruiser Squadron. This decision pleased me immensely for I had always enjoyed operating with a fleet. For this purpose, the flotilla proceeded to Mirs Bay, only a short distance from Hong Kong.

Several weeks were spent, carrying out working-up exercises. Individual ships carried out day and night firings followed by combined flotilla shoots by day and night, and Torpedo Attacks were made on the Fifth Cruiser Squadron. Finally, general drills were exercised, ending with a Flotilla Regatta. There was no doubt that these working-up exercises were very much needed and "Captain D" and all Commanding Officers must have felt that the standard of efficiency of the 8th Flotilla had improved immensely and the ships' companies really deserved a little relaxation when returning to Hong Kong.

ATTENDANCE ON A CARRIER

In practice, it was not found possible to keep the flotilla together all the time: there were requirements which needed the services of individual destroyers. H.M.S. Hermes, the first Royal Navy ship to be built as an aircraft carrier, had joined the fleet, and a destroyer had to be in constant attendance when at sea, as she was, almost every day of the week, flying "Oil" and "On" the flight deck, needed concentrated effort on the part of the pilots. In addition, destroyers were required for anti-piracy patrols along the south coast of China, particularly in the region of the pirates' famous hideout, Bias Bay.

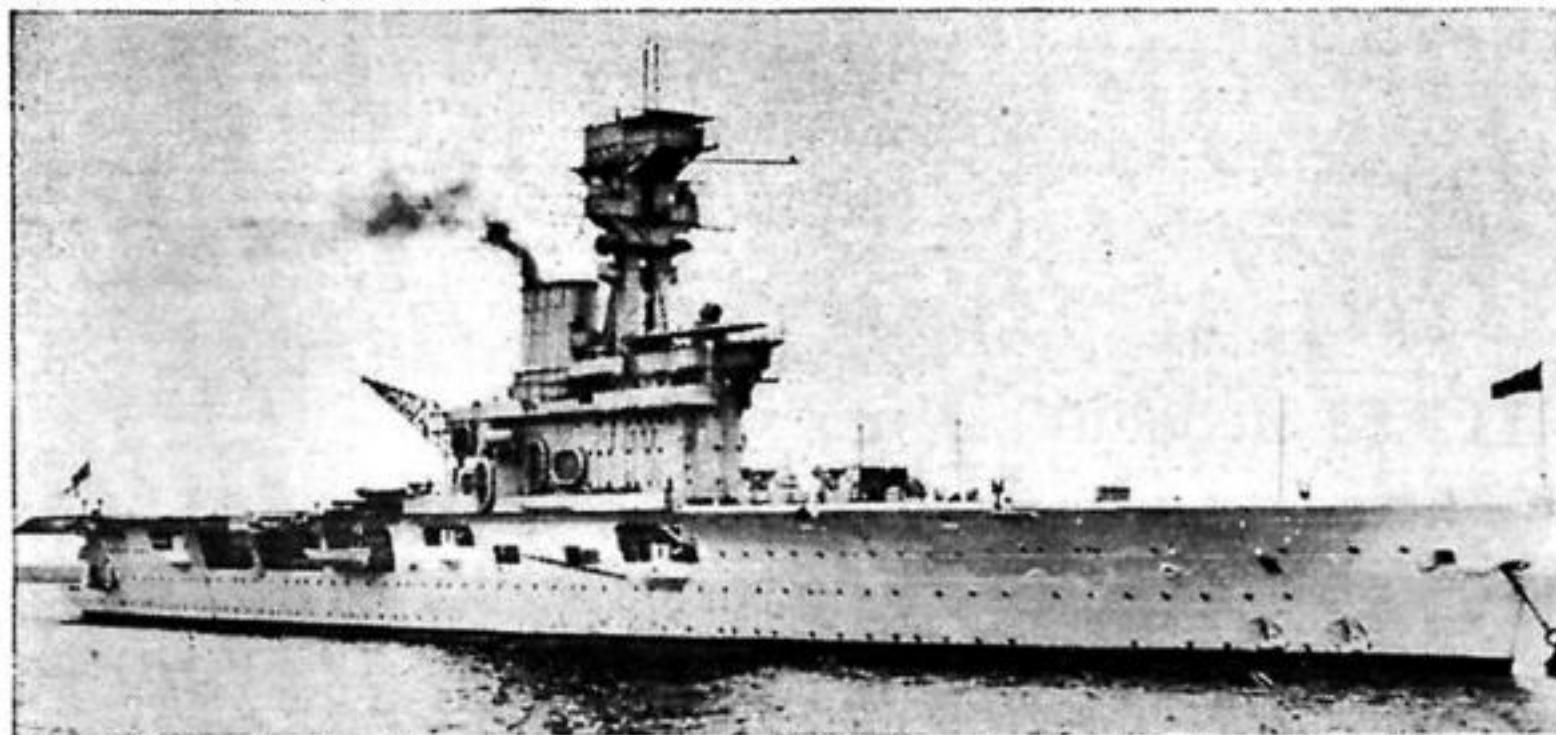
My sub-division, Stormcloud and Sterling, were detailed to attend on H.M.S. Hermes during flying exercises. The Fleet Air Arm was then in its infancy and there were few aids to pilots in those days. They had to learn the hard way, by experience, coupled with courage. Hence the reason for having two destroyers in attendance. With only a light wind, the aircraft found it difficult to take off, even with Hermes steaming at 30 knots. Under such circumstances, planes at times had not sufficient lift and the pilot was unfortunately ditched.

To deal with such incidents, Stormcloud was stationed on a line of bearing abaft the beam of Hermes, with Sterling one and half cables astern. Both destroyers had steam for full speed, the whaler manned, with a flying officer in the boat, and the boats manned in readiness to lower the whaler instantly. If a pilot was ditched, Stormcloud proceeded at full speed to

(Continued on page 15, col. 3)



H.M.S. Stormcloud (1,075 tons, full load), built by Palmers, in 1919, carried three 4-inch guns and four 21-inch torpedo tubes in pairs. She was sold in 1934



H.M.S. Hermes, first Royal Navy ship to be specially designed as an aircraft carrier. She was sunk off Ceylon on April 9, 1942, by Japanese aircraft. A 1934 photograph

A PLEASANT VOYAGE

The voyage was very pleasant. The commanding officer of H.M.S. Carysfort, Capt. Maitland Dougall, R.N., was a fine, efficient officer, kindly and sociable. Whilst on passage, he gave all officers the opportunity of handling Carysfort, dropping lifeboats to recover lifebuoys for drill purposes, etc.

H.M.S. Carysfort had been in reserve and consequently she was in a rather dirty condition. The ratings taking passage were not interested in smartening-up the ship's appearance, or internal cleanliness. The ship was

SAILORS IN THE MAKING

By NEPTUNE

to be at Colombo for 36 hours and the captain wanted the ship painted from truck to keelson. I agreed to deputise for the first lieutenant, who had been granted leave for the period the ship was in port. The captain told me his wishes, and asked whether it could be done. I agreed to attempt this rather tall order, if he would cut out normal routine and give me a free hand. With this suggestion he readily agreed, which would mean working all day on Sunday. I had a heart-to-heart talk with the ratings, and told them that I had informed the captain on their behalf that we would get the job done.

What fun it was, to see these ratings working all out! They sang lustily as they dangled in their boatswain's chairs and stages; never had I seen men work so happily. The job was finished in less than 36 hours, waterline cut in, and the draught figures painted. The captain was very pleased and congratulated the men on their concerted effort.

OILING AT SINGAPORE

Our next port of call was Singapore. This visit was quite interesting because we were the second ship to be oiled from a distant-control terminal. The oil tanks were 10 miles from the oiling point and the large new floating dock which had been successfully towed out from the United Kingdom. The oiling point, was situated on board a tanker, secured ahead and astern, with the bows close inshore.

Situated about two cables up river, was the Causeway, which ran across the Straits of Johore, connecting Johore to the Malay Peninsula. This causeway was left intact by our forces, when retiring during the last war, and proved to be of great help to the invading Japanese. Although the construction of the Singapore Naval Base had been commenced in 1925, there was little to be seen in early 1929.

The night prior to sailing for Hong Kong, we, the officers taking passage, entertained the captain at dinner, which proved to be a very happy evening for us all. Later each of us had to produce a trick. The captain stumped us all, by hanging from a pipe overhead by his feet and drinking a glass of beer, whilst upside down. I doubt whether any trooping trip had or has been happier. Unfortunately, I had a secret worry. During the last two weeks of the voy-

How can I save?

Of course I try to. But my pay's not enough to save anything.

That's what I thought when I was your age until someone showed me the Progressive Savings Scheme. I only had to put aside £3 a month by Naval allotment but when I leave the Service next year I can collect £855.

Sounds too good to be true. Where's the catch?

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wife would have received the whole £855 immediately. You see, it's a Savings Scheme and Life Assurance rolled into one.

Supposing you hadn't signed on for 22 years service?

When I had done my nine years, as I had paid premiums for 7 years, I could have drawn £234 to help set me up in Civvy Street. Now, after 22 years' service, I shall have the option of taking the £855, or if I don't need the cash immediately, a pension of £172* a year when I retire from civilian work at 65.

*For members of the W.R.N.S. the Pension is £149 a year.



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Alliance goes to Singapore via the Cape

H.M.S. ALLIANCE commanded by Lieut.-Cdr. A. G. A. Pogson, R.N., left Portsmouth at the end of May to begin a 16,000-mile voyage to Singapore. Alliance, commissioned in February, spent two months working-up in Scottish waters followed by a month or so in H.M.S. Dolphin giving leave and preparing for this long voyage. She is now in South African waters.

Her first port of call was Funchal, capital of the beautiful island of Madeira. The "natives" are more than friendly. One of the high-lights of the

visit was the bus trip and dinner of typical Madeira food, which in actual fact is steak, egg and chips. This was organised by the British Legion out of profits from winter tombola evenings for the rich British tourists at Reid's Hotel. Another attraction was the soccer match at the local stadium which attracted a crowd of over 700. Most popular man on the field was the excellent Alliance referee, M.(E).I. Jardine, from Glasgow.

Alliance next visited Dakar, in Senegal. Dakar turned out to be an oasis of French bikinis, very expensive, at the corner of the Sahara Desert. Nevertheless, two international soccer matches were played, against the French and the Senegalese, and the Captain was interviewed on Radio Dakar—all in French, too.

UNDERNEATH THE LINE

After Dakar, Alliance exercised with the French Navy and carried out scientific trials in the vicinity of the Equator. Alliance dived under the Equator to avoid the rough seas and low visibility up top.

Alliance will spend two months in South Africa exercising with the Royal Naval ships in the South Atlantic, but will have time to take in visits to Simonstown, Cape Town, Port Elizabeth and Durban before carrying on to Singapore, where she is due on October 10. The families of the ships company will be flying out to join them a day or so later.

THE ROYAL NAVY IS 'AT HOME' TO THE PUBLIC

'Changes inevitable but efficiency remains'

ONCE again those interested in the Royal Navy can see some of the ships for which, through their taxes, they have paid and see a little of the men who man the fleet and the work they do and the conditions under which they work and live. The Royal Navy is host at both Plymouth and Portsmouth over August Bank Holiday week-end to the great British public and to all those interested in naval affairs.

What can the visitors see? Apart from aircraft carriers, which are not available because of operational or other requirements, the thousands of visitors will be able to see a good cross-section of the Royal Navy of today—cruisers, guided missile destroyers, conventionally armed destroyers, frigates, submarines, depot ships, etc., and, in addition, a series of displays of marked interest to both young and old, calculated to show the complexity of the modern equipment fitted into some of the most modern warships in the world.

6,000-TON DESTROYER

At Portsmouth, for instance, H.M.S. Hampshire is open to visitors. This "County" class guided-missile destroyer is 517 feet in length and is fitted with Seaslug and Seacat guided

missiles for long and short ranges, and filled with the latest radio, communication and electronic equipment and the most modern detection paraphernalia necessary to combat both aircraft and submarines.

"Old-timers" undoubtedly scoff at the name "destroyer," as Hampshire is over 6,000 tons in displacement (full load) when they think of First World War and even Second World War destroyers.

At Plymouth H.M.S. Tartar, one of the seven "Tribal" class general-purpose frigates, can be seen. These frigates, descended from a line made famous during the Second World War, have been designed for general duties formerly undertaken by destroyers. Their displacement is 2,700 tons (full load) and they have a capability of meeting the main escort functions of

anti-submarine protection, anti-aircraft defence and aircraft detection.

The Fleet radar picket H.M.S. Aisne is open to visitors at Portsmouth. This class of ship can pick up, hold and fight enemy aircraft. At Plymouth the destroyer H.M.S. Decoy can be seen. A "Daring" class destroyer, she can be used for reconnaissance and act as anti-submarine or anti-ship craft.

All ships today are a mass of radar and other electronic equipment requiring officers and men of the highest technical and intellectual order to maintain and work them.

PROFITS FOR NAVAL CHARITIES

At Portsmouth there are 15 ships open to visitors (and others may be seen in docks and basins) and at Plymouth there are similar numbers. Displays at Portsmouth range from static displays of equipment used in ships for nuclear defence, damage repair, etc., to Judo displays, navigation and aircraft direction display, exhibition of cookery, underwater warfare to search and rescue displays and comparable displays are on view at Plymouth. All in all, Navy Days provide a wonderful insight to the Navy of today and, at the same time, visitors can bask in a feeling of having been generous, for all profits are devoted to naval charities. The sum of £21,000 was distributed from Navy and Air Days receipts in 1962.

How does the Royal Navy compare today with the navies of other powers? Gone are the days when the Royal Navy was pre-eminent in its numbers—it is still second to none in efficiency—but in the words of Admiral Sir Wilfrid Woods, Commander-in-Chief, Portsmouth: "The Fleet and the ships which compose it have changed out of all recognition, but we hope to show you that the traditional efficiency of ships' companies is unchanged and is matched by the excellence of their weapons and equipment."

(Continued on page 13, column 2)

STEAMED 50,000 MILES IN FIFTEEN MONTHS

H.M.S. Corunna arrived in Rosyth on July 17 for the first time since she left the Port 15 months ago after extensive refit and modernisation in H.M. Dockyard, Rosyth, to convert her for duties as a radar picket destroyer.

H.M.S. Corunna has seen service on the Home, Mediterranean and Middle East Stations and has steamed 50,000 miles (the equivalent of twice round the world). During the commission so far she has exercised with units of the American Sixth Fleet, and both the French and Italian Navies and has had great success as a radar picket.

BRIDEGROOMS FLOWN HOME

While she has been away, she has visited Portugal, Majorca, Gibraltar, Malta, Italy, Greece, Libya, Aden, Kenya and Spain. High-lights of the period spent abroad included Athens, where one-third of the ship's company donated blood to the Greek Red Cross for underprivileged people. In Kenya, a large number of the ship's company went on safari into the game reserves and photographed big game. When the ship was delayed from returning home because she was required on the Middle East Station, several men due to be married were specially flown home from Malta.

A highly successful five-day visit was paid to La Coruna, in Spain. A tremendous reception was given to the ship. Representatives of a light-infantry regiment were embarked from Gibraltar and took part in a ceremony at the tomb of General Sir

John Moore. There was a civic reception at the City Hall at which the captain was made an honorary city councillor.

A parcel of toys were given as a gift by members of the ship's company to the sick children in Dunfermline and West Fife Hospital shortly after arrival.



The Task Force leaving harbour

Second M/S Squadron clears over ten thousand miles

THE Second Minesweeping Squadron has just finished its second live minesweeping task this year, namely clearing a 45-mile-long by two-mile-wide channel in the North Sea off Borkum in Germany to enable the G.P.O. to lay two new telephone cables to the Continent. The squadron, which is the home-based operational minesweeping squadron, consists of H.M. Ships Lewiston (Cdr. P. W. Greening, R.N., Senior Officer, 2nd M.S.S.), Wiston, Wolverton, Upton and Yarnnton. It is normally based at Port Edgar on the Firth of Forth, but for this operation, known as "Cable Way," it was based on the Dutch naval base at Den Helder, where H.M.S. Reclaim (Lieut.-Cdr. C. P. F. Simpson, R.N.), the diving and minesweeping support ship, had set up a forward operational base. The whole operation was under the command of Capt. B. J. Anderson, C.B.E., R.N., who made his headquarters in H.M.S. Reclaim.

Also taking part were H.M. Ships Bossington and Sheraton from the 5th M.S.S., Highburton from the 3rd M.S.S., and R.N.R. minesweepers Montrose, Mersey, Warsash, Thames and Kilmorey for varying periods of time, who all played a valuable part in easing the load on the Royal Navy's sweepers. This whole task group, which was never fewer than seven ships at one time, was under the command of the Senior Officer, 2nd Minesweeping Squadron, in H.M.S. Lewiston.

The First Minehunting Squadron, consisting of H.M. Ships Shoulton (Lieut.-Cdr. N. W. Parker, R.N., Senior Officer, First Minehunting Squadron), Brinkley and Brenchley also took part, working in the channel when the sweepers were having their rest periods.

HUGE TASK

Prior to the arrival of the task force, sweepers of the Federal German Navy had already swept part of the area and laid the navigational buoys. However, this still left a total of over 10,000 miles to sweep in 45-mile laps—236 of them.

The safety precautions in the ships, in the event of exploding mines, made living conditions at sea uncomfortable. The mess decks were out of bounds, because they were on or below the water line, and so ships' companies had to sleep in hammocks or on camp beds in passages and flats. All those on watch had to wear protective headgear which took the form of Fleet Air

Arm "bone domes," parachutists' helmets and motor-cycle crash helmets, and everyone had to wear a life jacket. In spite of being June and July bad weather was a frequent occurrence and this often caused breakdowns to the minesweeping gear which led to the turning out of the sweep-deck crews at unmentionable hours of the night. The effect that this had on the more impressionable was demonstrated when one able seaman in Lewiston, on being shaken for a night watch, woke up with a start and began burrowing under his pillow shouting "Where's the loop, it's gone!"

WEEK-ENDS IN PORT

A task cycle of 36 hours' sweeping, followed by a day in harbour followed by a further 48 hours' sweeping, gave all ships the week-end in Den Helder. Fortunately Dutch beer is both cheap and good and, being a naval port, it was in plentiful supply. The more adventurous in search of more sophisticated night life went to Amsterdam, which is one and a half hours away by train.

As in the previous live sweeping operation "Clear Road," which was completed in May this year, the whole task was finished ahead of schedule. This was achieved by a final "finish or bust" effort by all remaining ships which lasted for 54 hours. This sortie began with bad weather and a large number of breakdowns, but the weather improved and the whole operation was finished with one week in hand.



The double-bedstead 965 radar of H.M.S. Aisne, the fleet radar picket, is clearly shown in this unusual picture of the ship

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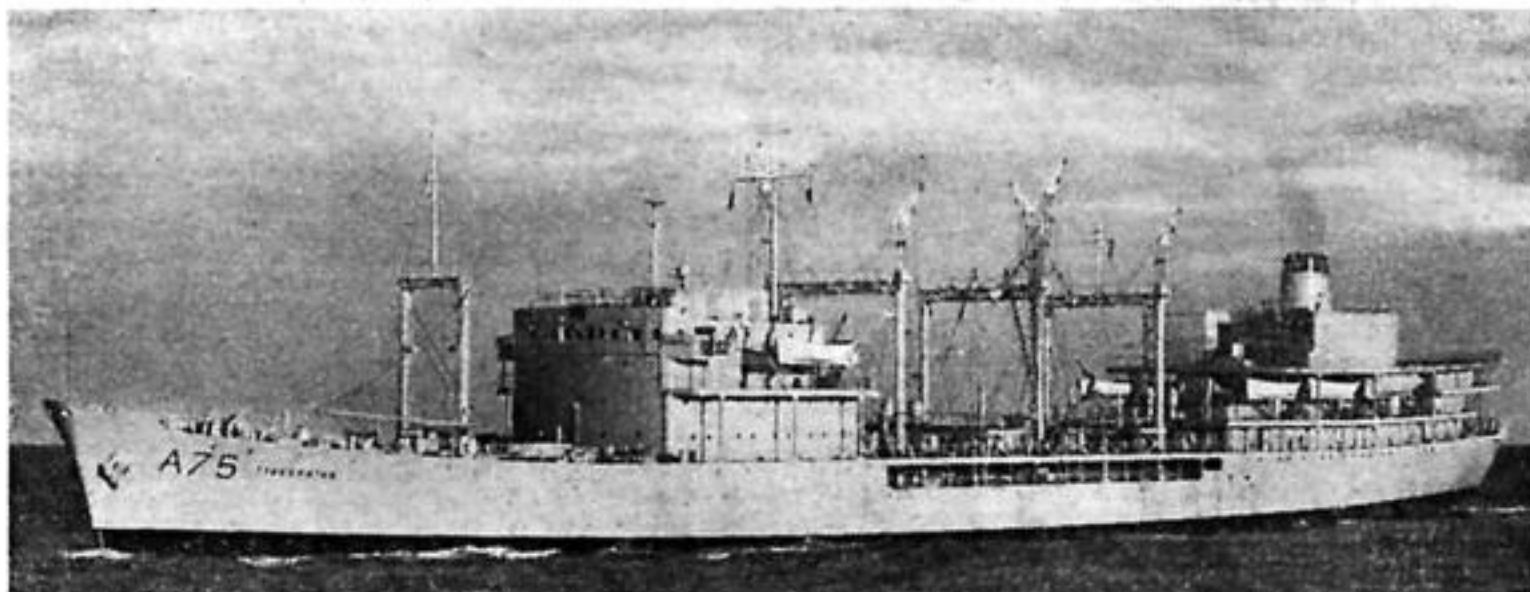




H.M.S. Tartar, a general purpose frigate of the "Tribal" class. There are seven of this class—Ashanti, Eskimo, Gurkha, Mohawk, Nubian, Tartar and Zulu. Tartar is open to visitors at Plymouth and Gurkha is open at Portsmouth



Frigates exercising off Malta. In the foreground is H.M.S. Scarborough, "Whitby" class, and ahead are Ursa, fully converted from destroyer, Lowestoft and Berwick, both "Rothesay" class. Similar ships are open to visitors both at Portsmouth and Plymouth.



Afloat support is an essential requirement in the Royal Navy today. Above is the fast fleet replenishment oiler Tidespring. A similar ship, the Tidepool, is on view at Portsmouth. Tidespring is at Plymouth



A division of Royal Navy submarines works with the Royal Canadian Navy. Here is H.M.S. Alderney in the Gulf of St. Lawrence. She is open to visitors at Portsmouth

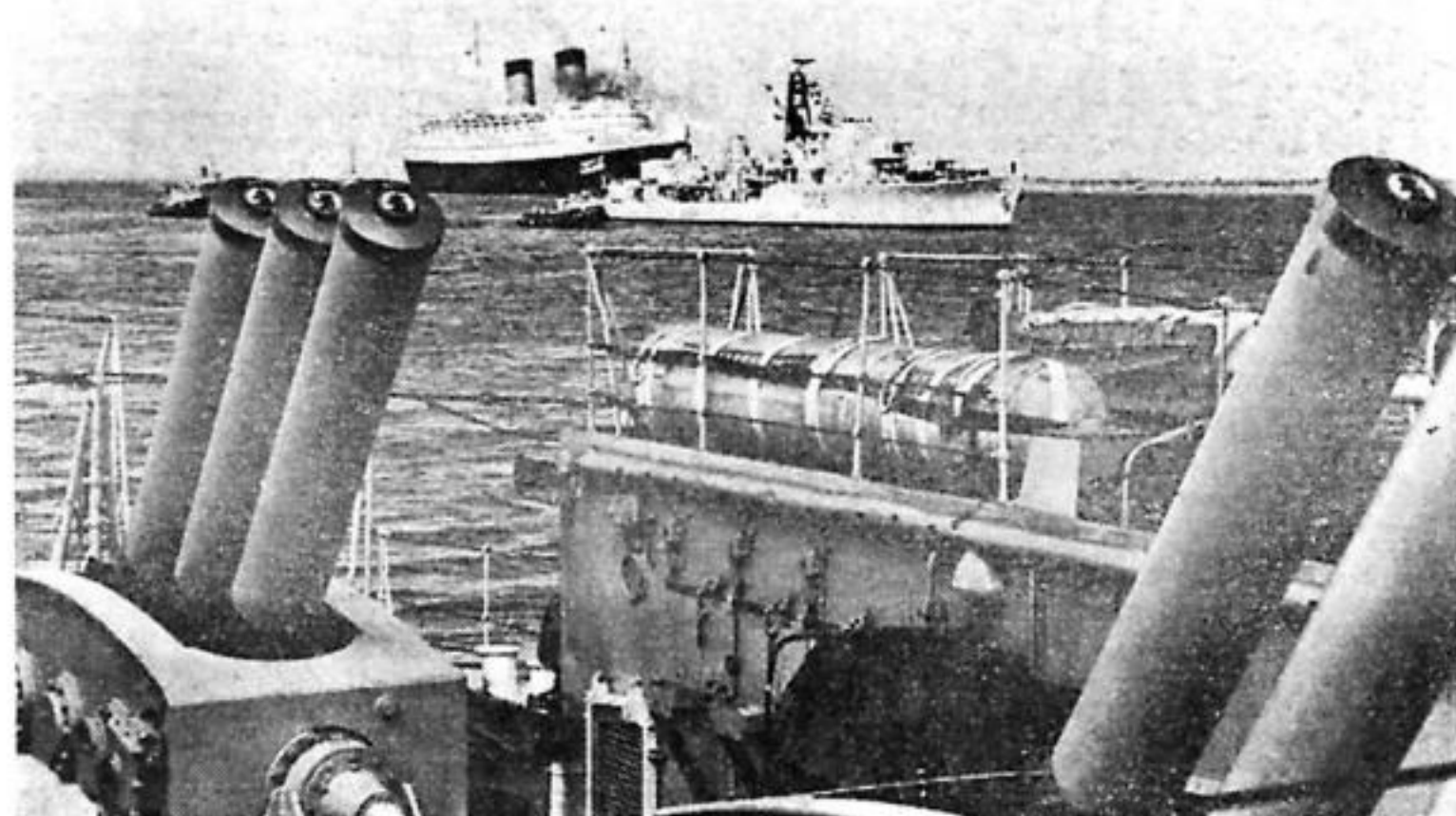
Among the ships to be seen at Plymouth (not all are open to visitors) are Tiger, Belfast, Adamant, Tyne, Decoy, Tenby, Torquay, Venus, Wizard, Urchin, Ulster, Aeneas, Otter, Tartar, Murray, Dalrymple, Dundas, Brinton, Llandaff and R.F.A. Tidespring.



H.M.S. Yarmouth, a "Rothesay" class anti-submarine frigate, leading H.M.S. Blackpool, a "Whitby" class anti-submarine frigate and H.M.S. Llandaff, a "Salisbury" class aircraft direction frigate. Llandaff may be seen at Plymouth. The Royal Navy has a large number of frigates, many of which are converted from destroyers



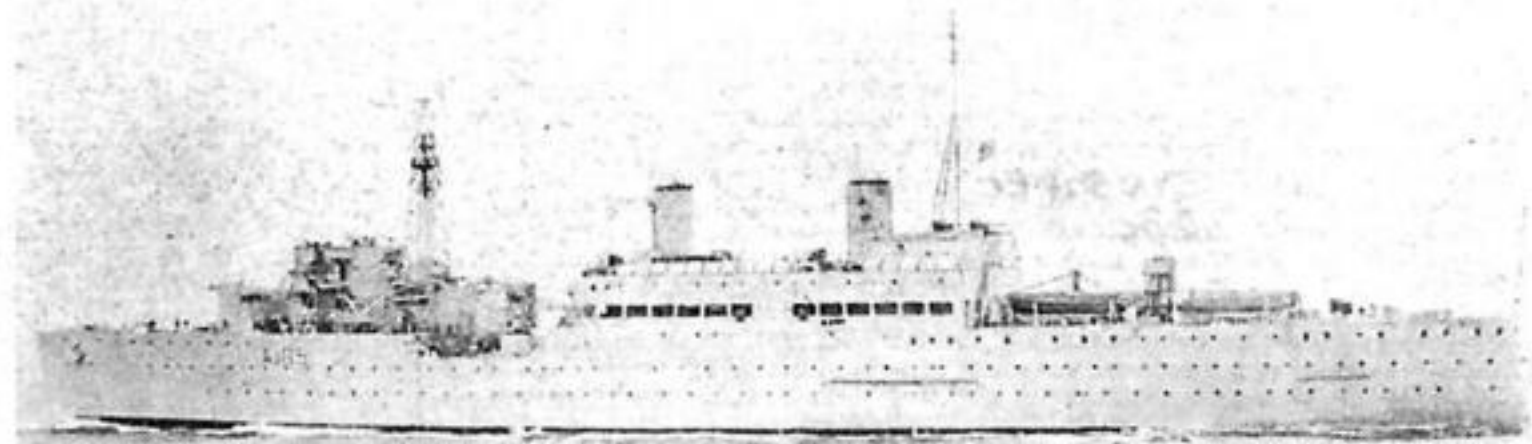
Among ships open to visitors at Portsmouth is H.M.S. Aisne, a destroyer of the "Later Battle" class, converted to a fleet radar picket. Other radar pickets are Agincourt, Barrosa and Corunna and three "Weapon" class—Broadsword, Crossbow and Scorpion. The most prominent feature is the 965 radar, described as a double bedstead



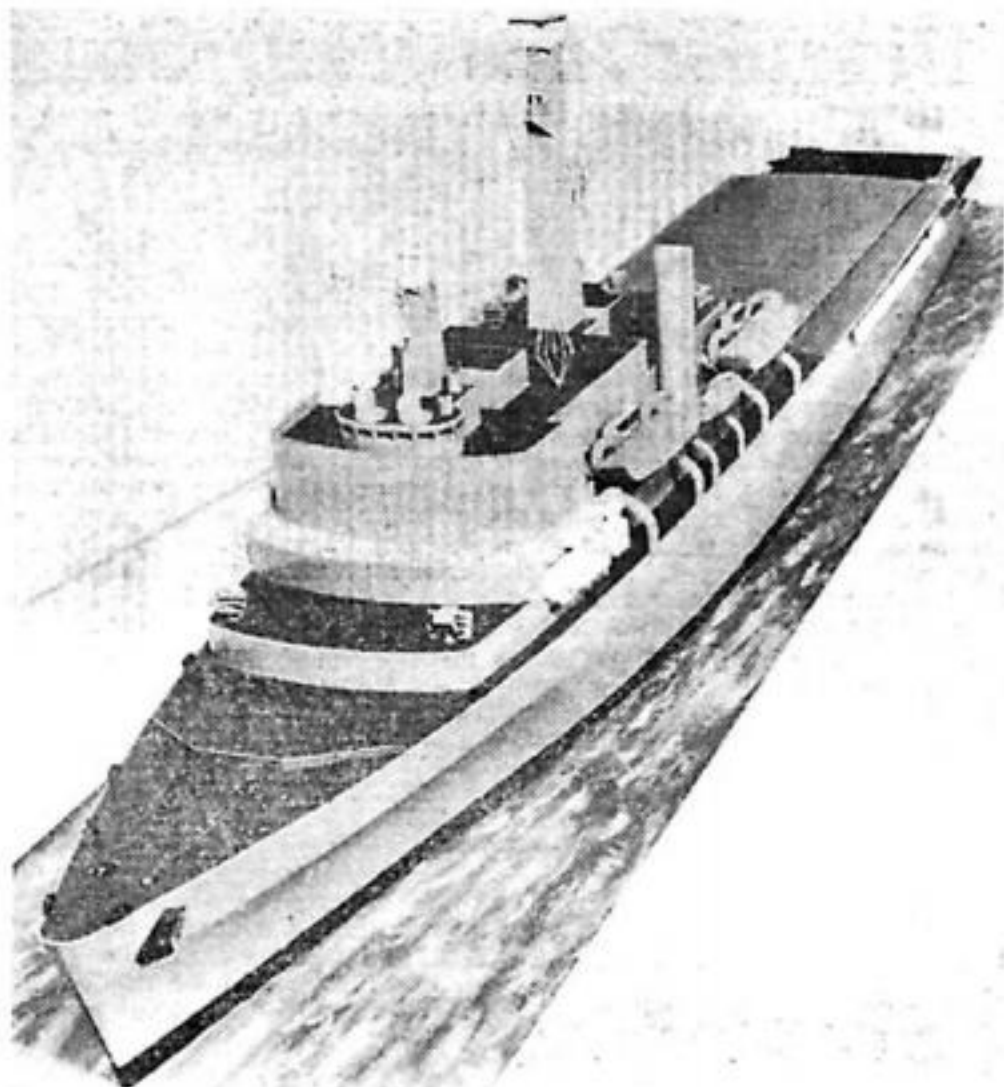
H.M.S. Decoy, a "Daring" class destroyer, seen between the Limbo three-barrelled depth-charge mortars of H.M.S. Berwick. In the background is the Queen Elizabeth. Decoy is open to visitors at Plymouth



H.M.S. Jaguar, a "Leopard" class anti-aircraft frigate of 2,520 tons (full load). Others are Leopard, Lynx and Puma. These ships are designed primarily for the protection of convoys against aircraft and can also serve as destroyers in offensive operations

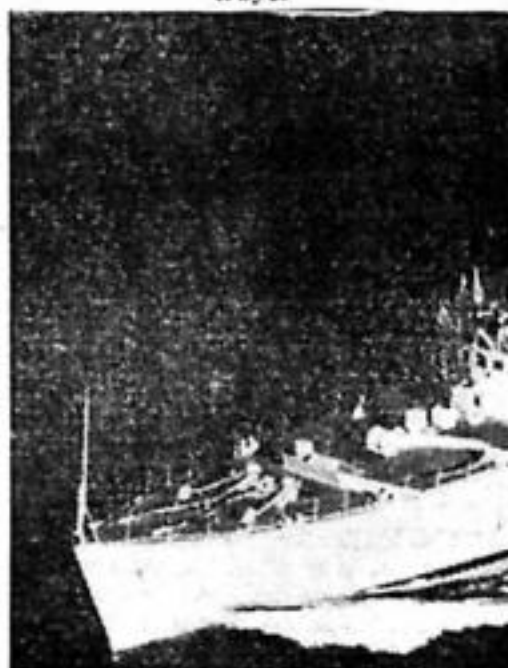


The submarine depot ship H.M.S. Maidstone based at Faslane, is capable of supporting not only conventional submarines but also nuclear-powered submarines. Her displacement (full load) is some 14,000 tons and she can accommodate over 1,500 officers and men



H.M.S. Hampshire, the guided-missile destroyer, is open to visitors at Portsmouth. Of 6,200 tons (full load) displacement the new "County" class (others are Devonshire, Fife, Glamorgan, Kent and London) are armed with Seaslug guided missiles for long ranges and Seacat weapons for short ranges

The fast anti-submarine frigate H.M.S. Wizard may be seen at Devonport. Of 2,880 tons (full load) Wizard is fully converted from destroyer

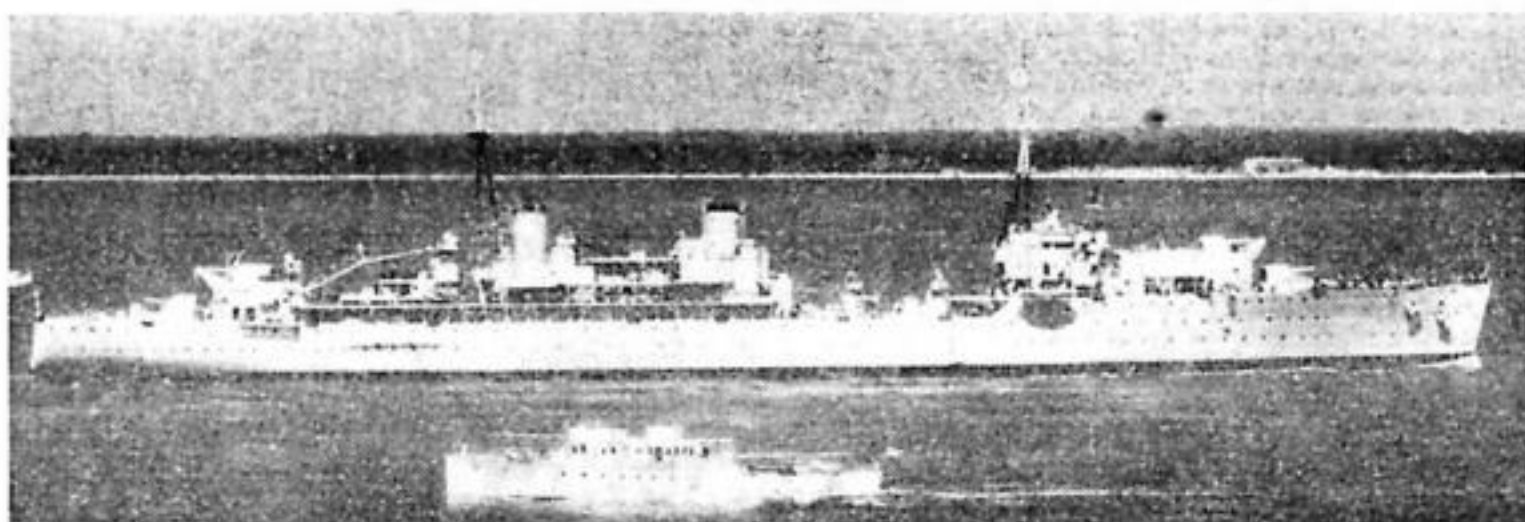


Among the ships open to visitors at Portsmouth are Hampshire, Gurkha, Sheffield, Aisne, Rothesay, Volage, Laleston, Highburton, Yaxham, Brave Swordsman, Narwhal, Tireless, Tally Ho, Alderney, Ram Head and R.F.A. Tidepool.

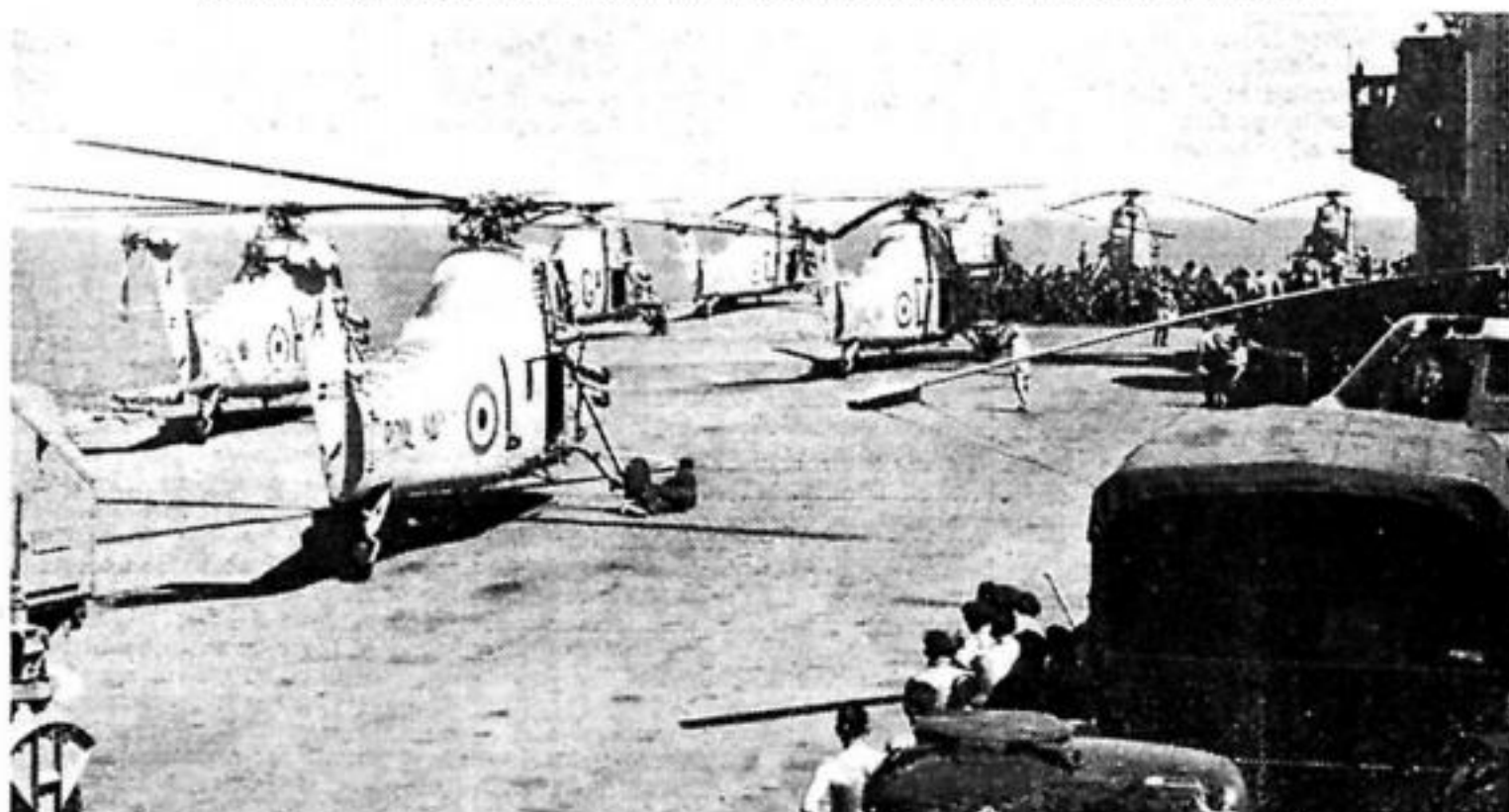
A model of one of the two new assault landing ships being built for the Navy. They will be named Fearless and Intrepid and will be of approximately 15,000 tons displacement (full load). These ships are to carry landing craft which can be launched by flooding compartments of the ships so that the craft can be floated out from the stern



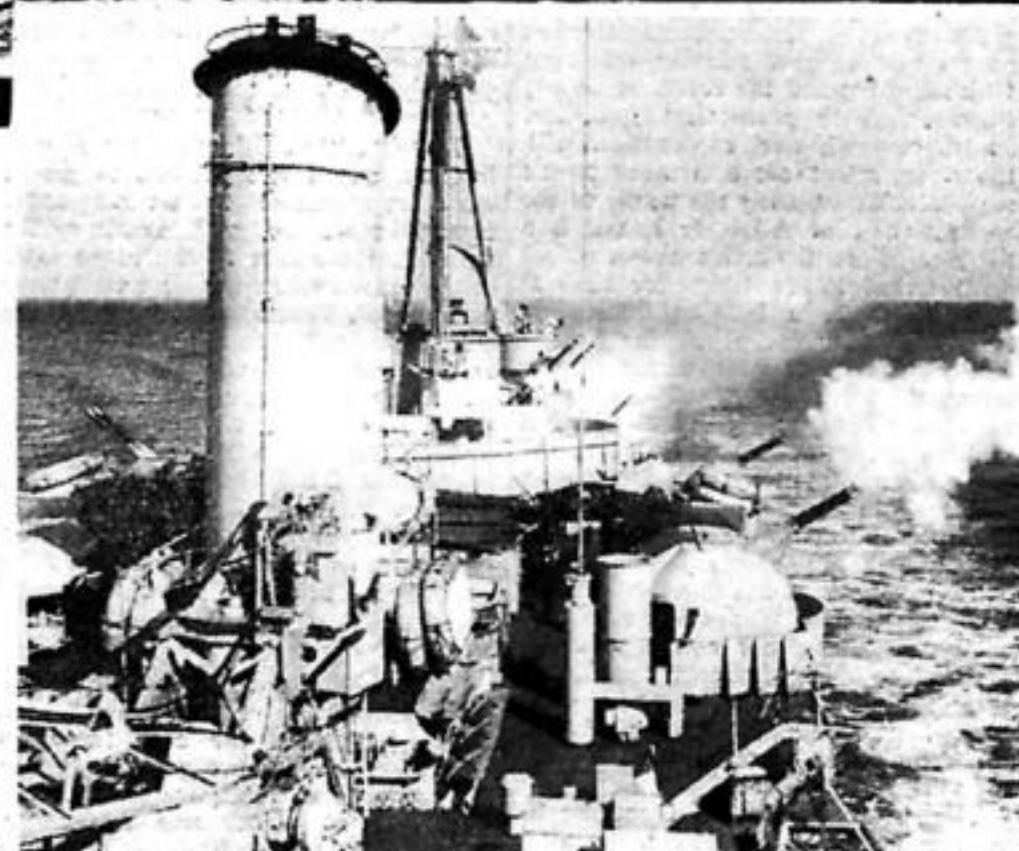
A division of Royal Navy submarines is based in Sydney, New South Wales, and works with ships of the Royal Australian Navy. Above is H.M.S. Trump against the background of Sydney Bridge



H.M.S. Adamant, the submarine depot ship, is open to visitors at Devonport. Of 16,500 tons (full load) displacement, she normally handles up to six submarines, but on occasions this number can be increased



The commando ship H.M.S. Albion proved to be of inestimable value during the recent Brunei rebellion. The helicopters of 845 Squadron (Wessex) and 846 Squadron (Whirlwinds) flew almost 1,200 sorties between mid-December and early January



H.M.S. Sheffield, open to visitors at Portsmouth. She is the headquarters ship of the Commodore, Reserve Ships, Portsmouth Division



The "Ton" class coastal minesweeper H.M.S. Wilkieston is similar to the Laleston and Highburton, which are open to visitors at Portsmouth. Displacing 425 tons (full load), these ships have a complement of 27



The nuclear-powered submarine H.M.S. Dreadnought is now based at Faslane. She has a complement of 11 officers and 77 ratings



The Quest at her moorings off the camp on Avian Island. Some of the hundreds of penguins can be seen just behind the rocks in the foreground.

SURVEYING IN THE ANTARCTIC

Air support needed for future research ONE MORE FINE DAY AND JOB WOULD HAVE BEEN COMPLETED

(By Lt.-Cdr. J. B. Dixon, R.N.)

THE "heroic" age of Polar exploration is long since past, but though work in the Antarctic no longer hits the headlines, there is nevertheless a systematic programme of scientific research and survey work steadily being pursued year by year by the British Antarctic Survey under the direction of Sir Vivian Fuchs.

This programme has worked gradually down Grahamland from the north, and is now starting on areas which are beyond the reach of supply ships owing to permanent shelf ice; future research and exploration will, therefore, rely more and more on air support. Conveniently the whole of the western half of Adelaide Island is a flat ice piedmont, which makes an ideal airfield, but 100-foot-high ice cliffs at its edge make a landing impossible from the sea, except at the south-western tip, where a large base and air terminal were established two years ago. But the very rocks which permit a landing extend well to seaward in the form of reefs and islets and a thorough hydrographic survey of the area was essential if ships were to continue to supply the base in safety.

So last year two surveyors, myself and P.O. Milnes (Surveying Recorder First Class), together with a specially adapted sounding boat (named Quest after the ship of Sir Ernest Shackleton's last expedition) joined H.M.S. Protector for a season's work during the southern summer.

The Protector sailed from Portsmouth on October 15, and, after calling at Gibraltar, Bathurst, Salvador and Rio de Janeiro, arrived at Port Stanley, Falkland Islands on November 30. Here the survey party, now comprising nine officers, ratings and Royal Marines from the Protector's complement, transferred to the Royal Research Ship John Biscoe for passage to the survey area, while the Protector was employed on seismic work farther north.

MAJESTIC ICEBERGS

From Stanley we steamed to South Georgia, South Orkneys, Hope Bay and Deception Island, unloading cargo and relief personnel at each base. After leaving Deception Island the John Biscoe entered heavy pack ice 30 miles north-west of the Argentine Islands. For those of us who had not been in ice before this was a thrilling and inspiring experience; glorious weather, no wind and not a cloud in the sky, and from horizon to horizon stretched a vista of dazzling white floes, broken only by an occasional majestic iceberg and the towering rocky peaks of Grahamland to the east; but, most surprising of all, the ice was alive, groups of tough and inquisitive little Adelie penguins rushing purposefully to inspect this great red monster so rudely invading their world, then suddenly taking fright and diving into a crack between two floes, and everywhere dotted about in two's and three's, seals lying and basking grossly in the sun with scarcely the energy to lift their heads to look disdainfully at the ship as she slid past. And all the time the ship, with her engines at full ahead, manoeuvring constantly to take advantage of every crack between floes, and pushing them gently aside to make headway of perhaps two knots, but occasionally com-

ing up all standing with her bows buried deep in a large floe and having to go astern to get clear.

DOCKED IN ICE

The Argentine Islands were still in fast ice, but it was decided to get as close as possible to unload some essential stores and mail, and to return with the remainder of the cargo later in the season when the ice would have broken out. Reaching the ice edge, the ship rammed it continually at right angles until she had cut a dock for herself in which she was firmly held for over half her length, but an ice anchor was laid out for'd as a safety precaution. Then the dog teams from the base came galloping over the ice towards us to collect their stores and provisions while we jumped over the side on to the ice to stretch our legs.

CAMPED IN ROOKERY

More heavy pack delayed the ship off the west coast of Adelaide Island, but she reached the base there on December 22, and we were at last in the survey area. This pack ice hindered the start of work, and frequently, before she could get to an area open enough to start sounding, the Quest would have to push and manoeuvre her way through ice floes, sometimes with most of the crew over the side on the ice adding their strength to the boat's engine. Meals during the day were cooked in the boat, and in the evening we returned to the John Biscoe to be hoisted for the night. But soon we had to move ashore under canvas, accompanied by the Chief Officer and launch from the John Biscoe, to continue the survey while the ship was away. The choice of camp site was very restricted owing to the necessity of secure boat moorings in its vicinity, but a reasonable place was found on rocky Avian Island, just off the ice cliffs. As the name suggests, this island is a popular breeding place for numerous Antarctic birds, and the camp was in the middle of an Adelie penguin rookery, which made its presence felt through all five senses—they look delightful, smell abominable, sound hideous, attack viciously but taste delicious!

In the Antarctic, and particularly when surveying, there is no such thing as a Sunday or a make-and-mend. Every day when weather permitted the boats were away sounding, but when it didn't the attractions of one's sleeping-bag were irresistible, and there would be no sign of life in camp until well on into the forenoon! This routine sometimes meant working for a fortnight without a break, but one or two days of bad weather inevitably ensued of which we took full advantage.

In January we were visited by the American icebreaker Staten Island, who invited us all aboard for a hot shower and meal.

Later on, the John Biscoe returned, and we moved back aboard her for the last two months of the season, to con-

tinue the sounding with the ship herself as well as the two boats. The Protector paid us two visits during the season, during which the Quest was hoisted for much-needed repairs to her ice-damaged hull, while we surveyors concentrated on triangulation work using the ship's two helicopters, which proved themselves to be absolutely invaluable in this role.

EXACTING WORK

Gradually the chart began to take shape, as line after line of soundings was completed by the ship and boats, and the positions of rocks were fixed and the deep water channels delineated. Exacting work, particularly as the area contained many needle-like pinnacles of rock, which could well lie undetected if a gap was left between lines of soundings. This was brought home to us when examining a shoal from the ship, where previous soundings had shown ten fathoms, but suddenly the bottom rose alarmingly from 80 feet, and emergency full astern was ordered to bring the ship shuddering to a halt with a bare nine feet of water under her keel, and the threatening light green of a dangerous rock close abeam.

GALES AND BLIZZARDS

As the season wore on, conditions for boatwork deteriorated. Initially sunshine and flat calm seas combined to make it pleasant work, particularly if the bowman did his job and produced a constant stream of hot drinks. The special clothing provided was excellent and we seldom felt cold, though at first the temperature was not often below freezing. But as the pack ice disintegrated the ocean swell came in from the west, the temperature fell, the sun shone less and less frequently and a fresh breeze often whipped up a nasty sea. Sometimes the spray would freeze where it landed on man and boat, and it would have to be chipped off before the accumulated weight became dangerous. Finally, at the end of March, we required one fine day to complete the survey, but it was not to be; there came five days of continuous gale and blizzard, at the end of which new ice was forming in such alarming quantities that it was deemed prudent for the ship to leave before she was beset for the winter.

The ship called at all the bases on her way north, picking up the last outgoing mail before the long Antarctic winter. Then back to the Falkland Islands, Montevideo and home to Southampton on May 30, where we found that our experiences were as nothing when compared with the rugged tales related to us of the bitter winter at home!

FIRST SURGEON COMMODORE FOR THE NAVY

THE first officer ever to be appointed as Surgeon Commodore is Surgeon Captain F. W. Baskerville, C.B.E., R.N., the present Deputy Medical Director-General of the Navy. In future the Deputy will always hold the appointment of Surgeon Commodore.

Surgeon Commodore Baskerville (the appointment dates from May 13, 1963) is a specialist in aviation medicine and qualified as a Fleet Air Arm observer in 1953. Two years ago he

'Penguins' find 'Hell Camp' enjoyable

"IT'S hell," they say. "Life in a forced-labour camp would be a rest cure after Royal Arthur." How many times has this been said, at tot time, by the "old hands" who have been to Royal Arthur, striking fear and dread into those others for whom the awful prospect looms large and near. Lurid and gory tales know no bounds in describing the horrors of the obstacle course, the agony of the "cliff and chasm" and the ultimate terror of the Black Mountains of ill repute.

Are these tales to be believed? Can it really be that bad? Certainly no one can expect to go to Corsham hoping to sit back and take life easily. Nevertheless, so many petty officers dread the prospect, hoping that the evil day would never arrive and yet at the end of their time having enjoyed it.

CANDID CRITICISM

Exaggeration? There's nothing like the word straight from the horse's mouth. The latest course to pass out was 833, which adopted the name of "The Penguins." On conclusion of the course, everyone is invited to write a candid essay, being as frank as he likes, in which he may criticise any aspect of the course. A typical essay is that by P.O.R.E.L.(A) Dennis Hunt, of H.M.S. Ariel. This essay is just one chosen at random from the whole course and is unaltered in any way.

"On a very wet and windy day in April, 1963, my draft chit for Royal Arthur arrived at H.M.S. Ariel. My first reaction was one of alarm and despondency as at this time I was nicely settled in an Instructor/R.A. billet. However, after asking my friends in the P.O.s' Mess for their opinions on Royal Arthur I came to the conclusion that the draft wasn't a bad one after all.

"Along with another P.O. from Ariel we entrained at Fareham, arriving at Chippenham at 3.20 p.m. Here we were met by the Master-at-Arms in a shiny black Consul and for the 7 miles to Royal Arthur he gave us

some very interesting facts on our future home and the runs ashore.

HECTIC BUT ORGANISED

"The next couple of days were rather hectic but well organised. Introductions to the Course Officer, Course Chief Petty Officer and among ourselves by means of "Snap Talks." These I think are an excellent idea and a first-class lead-in for the two twenty-minute lectures. Likewise, I think these are also a good idea, because as well as giving one an idea on what its like to natter for a length of time, it also lets one know how much work is involved in preparing for a lecture.

"The Emergency Drills I enjoyed immensely and also the Physical Education, although I don't think sufficient time is allowed for changing for the latter.

"The lectures that we had, especially the Sea Power lectures, were very good and I think everybody enjoyed them.

"The Obstacle Course and Cliff and Chasm definitely call for teamwork on the part of everybody, but I think the leaders of the teams play a big part in the success of the runs.

"Finally the Black Mountains. In my opinion the greatest 'gut puller' of them all, but definitely well worth the effort.

"To conclude anyone who comes to Royal Arthur with an open mind and doesn't enjoy himself must be either sick in the head, or he shouldn't be wearing crossed hooks."

'WHY NOT VOLUNTEER?'

Everyone on the course reiterated the remarks that for various reasons they were reluctant to come on the course and yet, on conclusion, they all enjoyed it. False propaganda? The other essays are in Royal Arthur to be read and seeing is believing. Perhaps even better would be to ask the "old hand" next time he embarks on his lurid descriptions, to "cut the flannel" and in all honesty to say whether at the end of the course, he really enjoyed it. If the answer is "Yes," as those at Royal Arthur think it will be, why not volunteer?



'The Penguins' at the Old Base Camp at Cwmyoy in the Black Mountains

Abbotsinch to Pay Off at end of October SPECIAL ORDER OF THE DAY

THE Royal Naval Air Station, Abbotsinch, (H.M.S. Sanderling), pays off on October 31 this year, but the Ceremonial Closure took place on July 10, and in a Special Order of the Day, the Flag Officer Air (Home), (Vice-Admiral Sir John G. Hamilton, K.B.E., C.B.), referred to the fine work carried out by all who have served at Abbotsinch.

Referring to the sadness always felt when a ship pays off the Special Order says, "But a good name always lives on in our Service and fortunately many a good ship's name is revived in later years to carry on the great tradition. I much hope that happens to H.M.S. Sanderling for it is an honoured name, held in high regard throughout the Fleet Air Arm and by no one more than by the personnel of

the Squadrons whom it has been your privilege to support.

"For twenty years the main task of this Air Station has been the support and maintenance of reserve aircraft for the Fleet Air Arm. In this vital task you have stood close behind the Front Line who have depended on you for their support. You, and those who served here before you, have rendered his service with unfailing efficiency. I know you have been sustained in this work by the kindness and friendship of the civilian community around you."

The Admiral's Special Order referred to the civilians who had served so loyally and so well and ended "To all officers and men and to all civilians in H.M.S. Sanderling I wish to express my gratitude for a good job, well and truly done. It is the fighting units of Her Majesty's Fleet who have benefited from your work and it has been your proud boast never to let them down."

spent a period afloat in a rubber life raft in the rough winter seas of the Atlantic in his investigations into problems connected with survival at sea.

He has been in charge of the Royal Navy's Air Medical School for two periods and has been Principal Medical Officer of the aircraft carriers Vengeance, Indomitable and Ark Royal. During the war he served as a surgeon lieutenant in the cruiser Sussex in the South Atlantic and Norwegian waters.

Lee-on-Solent—Home of the Fleet Air Arm— has many duties

AEROBATICS AT AIR DAY DISPLAYS

AT Lee-on-Solent an inquiring visitor would find, tucked in behind the houses on the sea-front, H.M.S. Ariel, the airfield which was the cradle and is now the home of the Fleet Air Arm. Here is based No. 781 Squadron, the communication squadron of the Royal Navy: equipped with Herons (four engines, 13 seats, 170 m.p.h.) and Devons (two engines, seven seats, 160 m.p.h.). It flies passengers on urgent journeys all over Europe as well as maintaining the "Clipper" service between naval air stations. On local flights, particularly to and from ships at sea, a Whirlwind helicopter is piloted, curiously enough, by the man who flew the identical aircraft at the Suez landings. No. 781 also has two jet aircraft, a Seahawk and a Vampire, and is the guardian of one of the two remaining Swordfish: conversion of pilots from single- to twin-engine rating is another task of the squadron. The Royal Naval Aircraft Repair Yard at Fleetlands also uses the aerodrome for testing and dispatch of aircraft which have been through its hands. This flying, of course, calls for a full-time meteorological service, which is provided also for Flag Officer (Home); Commander-in-Chief, Portsmouth; Flag Officer, Submarines; and the Queen's Harbour Master at Portsmouth.

On the perimeter of the airfield will be found workshops, classrooms and laboratories which are the equipment of the Air Electrical School. Aircraft, today, carry a mass of electrical and electronic equipment and to maintain this the school trains mechanics (300 a year including Wrens) and artificers (100 a year) and provides promotion courses for about 350 men and women of more senior rate. In addition, another 350 men attend short courses which bring them up to date on particular modern aircraft equipments. Given this manpower it is still necessary to ensure that their efforts are not wasted and, to this end, the Equipment and Trials Section, in close liaison with the research establishments and industry, checks the reliability of equipment and ensures that it can be maintained.

OTHER SERVICES

Elsewhere in the establishment the Naval Aircraft Maintenance Development Unit plans the servicing of new aircraft types and, throughout their life in the Service, studies defects and difficulties as they arise with a view to improving the maintenance schedules; the development of new testing techniques and the study of fatigue and its effect on component life are among the other activities of this unit. The Naval Air Radio Installation Unit works out how electronic equipment can be used and made accessible for servicing; the resulting designs provide the basis for production. The Flight Deck Machinery Trials and Training Unit is responsible for all trials of catapult and arresting-gear machinery in aircraft carriers as well as conducting the

aircraft availability and saving to the taxpayer being considerable. About 200 aircraft movements by road and sea are effected by the unit annually, together with the transport of about 800 engines and 500 miscellaneous loads. If a flying accident occurs M.A.R.T.S.U. goes to the scene and carefully collects the wreckage, which it brings back to the hangar of the Accident Investigation Unit. Here, teams of engineers endeavour to establish the cause of the crash, a task which is often more complex than those described in the best detective fiction. Steps are then taken to ensure that the failure, whether of man or machine, is not allowed to occur again; the exhibits room, which displays the material and results of some of the more important investigations, holds lessons alike for those who maintain naval aircraft and those who fly them.

HOVERCRAFT TRIALS

Inter-Service co-operation is exemplified in the Hovercraft Trials Unit, which is staffed jointly by the Navy, Army and Royal Air Force and investigates the adaptability of this modern invention to war-like uses. Saunders-Roe N1 and 2, Vickers-Armstrongs 1, 2 and 3 and Britten-Norman C.C.1 as well as Denny 2, the Thames water-bus, have undergone evaluation trials in home waters; tropical and desert trials are in preparation. The Royal Naval School of Photography is Navy-manned and geared to train the ratings who service and operate aircraft and flight-deck cameras and process their products; it also trains all the photographers required by the Army.



The ultimate aim of all the training, whether of flying or ground crews—to get the aircraft and the men to sea in a carrier—thus forming "The eyes of the Fleet." H.M.S. Victorious (35,000 tons, full load) has a complement of 2,200 officers and men, and can deal with the Royal Navy's latest strike aircraft, the Buccaneer. The huge searchlight-looking radar can detect aircraft targets at considerable range and height. The flight deck is over 775 feet long. The carrier was built by Vickers-Armstrongs, 1937 to 1941, being virtually rebuilt in H.M. Dockyard, Portsmouth, 1950 to 1958. She has recently completed a refit of over a year and is expected to sail for the Far East to replace H.M.S. Hermes later this month.

problems which arise if an aircraft has to be abandoned in mid-air. Air crew, in these days, have to wear and carry a mass of equipment which is the responsibility of the Safety Equipment and Survival Training School. The duties of the school are threefold: research is conducted, in conjunction with R.N.A.M.S., into new equipment and the improvement of the old; the officers and ratings who are responsible for the maintenance and repair of ejection seats, immersion suits, inflatable liferafts and the like are trained in their duties, while air crew are trained in the use of equipment and in survival techniques; 48 hours of snow or winter rain in the New Forest are said to be a good setting for the practical training in survival.

All this effort and its results require control and co-ordination which is effected by Flag Officer, Air (Home), and his staff. He flies his flag in a "stone frigate" just outside the boundary of the airfield, which perpetuates the original name, H.M.S. Daedalus, of the R.N. air station at Lee; his is the immediate authority over the activities of all the R.N. air stations in the United Kingdom.

THE COMMANDO SHIP

H.M.S. Ariel, under the guidance of Flag Officer, Air (Home), contributes much to the safe and efficient opera-

tion of aircraft, flying from the deck of a fleet carrier, can, with the aid of radar, establish the position of enemy forces, sea- or air-borne, at long range, enabling the high-speed strike aircraft on deck to go into immediate action.

ITEMS TO BE SEEN

On Saturday, August 10, visitors will be able to see only some of the naval aircraft in service today, since others will necessarily be occupied on duty, but the Buccaneer low-level strike fighter, Sea Vixen night fighter, and Scimitar are examples of those that will be demonstrated in the air.

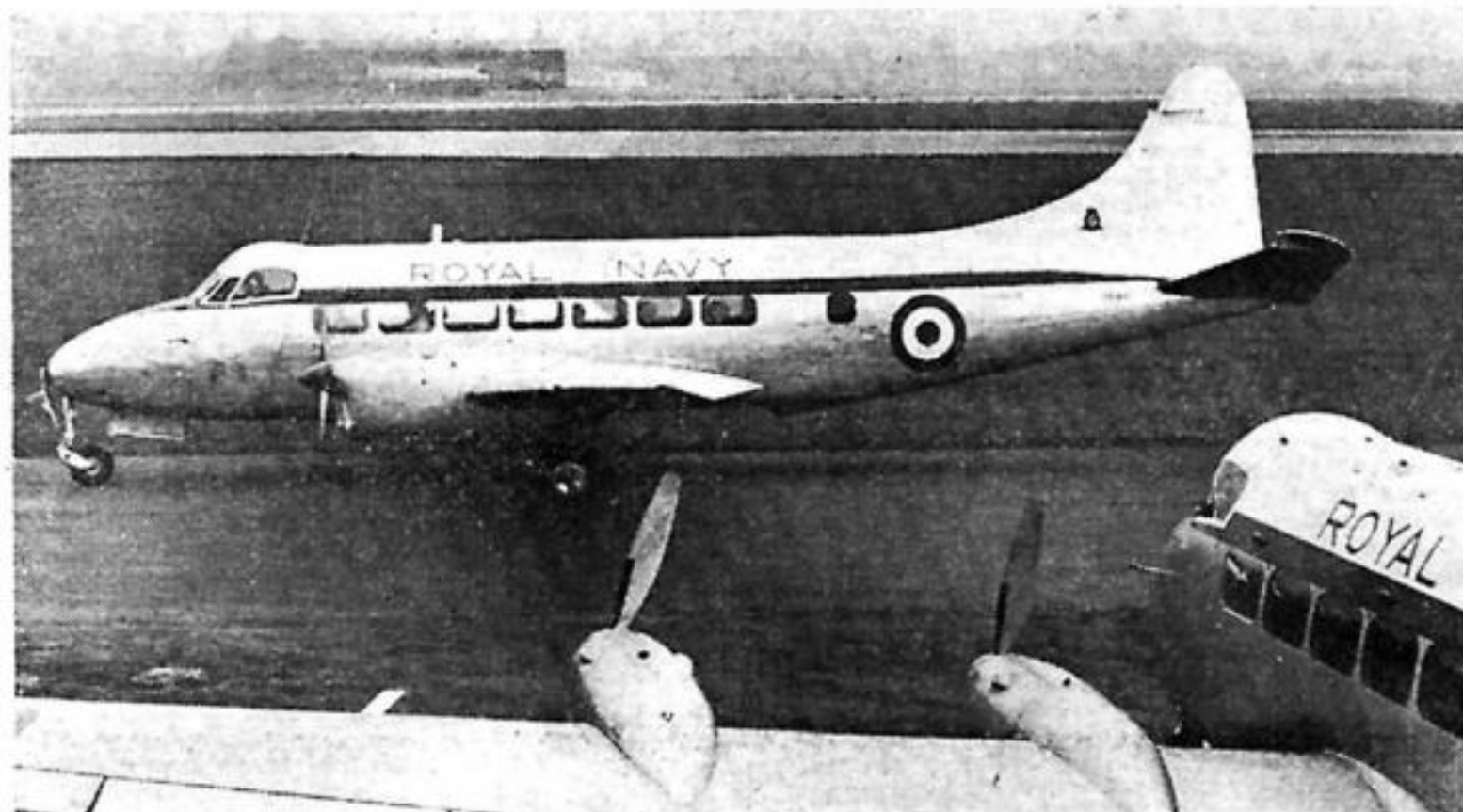
A display of formation aerobatics will be given by R.A.F. Jet Provosts, on which naval pilots are initially trained, and Naval Hunters from Lossiemouth. These latter aircraft are travelling from the North of Scotland and back the same day especially for the event.

Contrasting with this precision flying will be an acrobatic Tiger Moth, and a Swordfish and Spitfire to stir nostalgia in the memories of those who still remember the war years.

An R.A.F. Transport Command Comet of the type used to carry naval personnel and families around the world, will also be appearing.

A high-light of the display will be the live ejection from a jet aircraft taking off from the runway, to demonstrate the low-level capability of the ejection seat.

Those especially interested in getting a closer look at some of these aircraft should visit the static display, where there will also be exhibitions of model ships and aircraft, guided weapons, meteorological forecasting and survival equipment. This list is by no means exhaustive, and H.M.S. Ariel, to keep up with modern times and third only to the U.S.S.R. and U.S.A., can boast a satellite in orbit!



Sea Herons of the Communicating Squadron based at Lee-on-Solent. The Sea Herons, used primarily for the conveyance of stores between the various air stations in the United Kingdom, have four de Havilland Gypsy Queen engines. Each engine develops 245 h.p. and consumes between 10 and 15 gallons of fuel per hour. Cruising speed is 170 m.p.h. at altitudes between 4,000 and 10,000 feet. The aircraft can fly quite happily on three engines at maximum load.

school which trains the personnel who operate it.

One day, recently, a tropical bird decided to fly into an airborne Scimitar aircraft of the Fleet Air Arm, with the result that the Mobile Aircraft Repair, Transport and Salvage Unit has a repair team at this moment working in Nairobi; others are now in action at Singapore (Sea Vixen) and Montevideo (H.M.S. Protector's helicopter), the resulting improvement in

Along the coast to the west of the airfield, at Seaford Park, is another part of H.M.S. Ariel. Here is found the Royal Naval Air Medical School, which, with the aid of decompression and compression chambers, selects pilots and observers for high-altitude flying and conducts research on survival equipment, clothing and techniques; air crew receive instruction in first aid and in the medical aspects of the use of oxygen and of the many

tion of aircraft, but what aircraft and where? For "fire-brigade" duties, on which our Victorian forbears would have sent a gunboat, the Royal Navy now has the commando carrier with its essential brood of helicopters which can land troops almost regardless of terrain. The helicopter can also be based in and operate from a small ship and so carry out anti-submarine and other duties almost anywhere. For more serious emergencies naval re-

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Members of the Waterford Branch of the Royal Naval Association entertaining some of the ships' companies of H.M.S. Ships Gurkha and Virago. (Photo: Olaf Deevy, Waterford)

VIRAGO PRESENTS FLAG TO WATERFORD BRANCH

H.M. SHIPS Virago and Gurkha paid a courtesy visit to Waterford for three days at the end of June and were met on arrival by the Military Attaché from the British Embassy in Dublin, Brigadier Thicknesse, also the Liaison Officer, Sub-Lieut. Doyle, Irish Naval Service, and Lieut. Chapman of the Irish Naval Reserve. These were piped on board Virago and greeted by Cdr. Osborne, Captain of H.M.S. Virago. Among the party was the honorary secretary of the Waterford Branch of the Royal Naval Association, Shipmate P. Barry.

Cdr. Osborne, and Cdr. Lewis, Captain of H.M.S. Gurkha, and officers, called at the City Hall and were received by Councillor Griffin, Mayor of Waterford. In the evening the new Mayor, Alderman T. Brennan, paid his respects by visiting both ships.

Alderman Brennan had an uncle who served in the First World War and who was in H.M.S. Suffolk at Vladivostok. Sub-Lieut. Doyle, Irish Naval Service, is a nephew of the late Chief Stoker J. Doyle, H.M.S. Temeraire.

Rugby and soccer games were arranged and there were visits to the Waterford Glass Factory, makers of some of the finest crystal glass in the world, and to the local brewery.

PRESENTATION OF FLAG

The coxswain of H.M.S. Virago presented a flag to the Waterford Branch on behalf of the captain and ship's company. As Virago is about to

pay off, the coxswain said it was only fitting that the flag should go to the Waterford Branch, as the secretary of the branch had served in the third Virago in 1919. The secretary of the branch suitably replied and so did the chairman, Shipmate M. Sullivan. Members of the branch were the guests for the evening in both ships, thoroughly enjoying themselves.

Some of the ships' companies were entertained by the branch in the Shamrock Cafe, a sing-song going on until 11.30 p.m. It was hard to part after such a friendly and enjoyable evening.

The Waterford reporter says that if there are serving men from Waterford or area who would like to join the branch, they would be more than welcome. The branch is a small one and there is an intention to combine the Waterford and Cork Branches. P. Barry, of 1 Rathfadden Villas, Waterford, Eire, would be pleased to reply to any inquiries.

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IDEAL FOR REUNIONS

New branch looking for own club

NO. 7 Area of the Royal Naval Association, comprising Gloucestershire, Worcestershire, Herefordshire and South Wales, added to the number of branches in the Area on July 8 when a new branch was formed at Aberavon and Port Talbot.

The area chairman and the area secretary visited the branch at its headquarters at the Four Winds Hotel, Aberavon Beach, and numerous questions were asked of them during the meeting, most being answered to the satisfaction of those present. The inaugural meeting closed with a concert being given by members of the branch.

The membership of the branch already stands at 300 and it is hoped to increase this number considerably in the near future. Negotiations are in progress whereby the branch will shortly acquire their own headquarters in the form of a club-house situated on the new sea front at Aberavon.

RHONDDA CLUB TOO SMALL

Three years ago the Rhondda Branch opened its club-house at Tony-pandy Square, Tony-pandy, and since then members from all parts of the country have visited the club. Ratings from Royal Navy ships which have visited Cardiff have also been entertained by the members. The club is fully licensed and open seven days a week, but larger premises are required to accommodate the members and their friends and visitors. A new site has been obtained and a new club-house will be erected at a cost of about £35,000. This, it is hoped, will be opened in February, 1964.

When the last No. 7 Area meeting was held at Bromsgrove it was suggested that an exchange holiday system should be introduced whereby a member from one part of the country could arrange to spend his holidays with another member from another part of the country, and vice versa.

It was thought, too, that there are members in different branches of the association who could provide accommodation for members wishing to visit that part of the country but who would not wish to take part in the exchange system.

If there are area secretaries or branches interested in this exchange holiday system they should get in touch with the area secretary of No. 7 Area, E. H. Walters, 13 Tylacelyn Road, Panyeraig, Rhondda, Glam.

Year-old branch dedicates Standard

NEWS has been received that the Banbridge and District Branch of the Royal Naval Association, formed only at the end of last year, has already obtained its Standard, which was dedicated by the Rev. W. V. Foot, Chaplain, R.N., of H.M.S. Sea Eagle, on June 23.

The service, well attended by branches of the association from over a wide area and by other local organisations, was conducted by the Rev. N. R. Hamilton, M.A., rector of Seapark Parish, and the Rev. J. W. Crozier, minister of Banbridge Non-Subscribing Presbyterian Church, read the lessons.

The Earl of Roden presented the Standard which was carried by Shipmate J. Harshaw, the branch secretary. Among those present were Surg. Cdr. D. Bennett, R.N., Mr. C. Creighton, Chairman of the local Urban Council, Mr. R. J. Weatherall, Town Clerk and members of the Council.

Cdr. A. D. Baird, R.N., of H.M.S. Sea Eagle, took the salute at the march past. A wreath was laid on the war memorial to the memory of former shipmates.

The Banbridge Branch hopes to be well represented on August 1 when Admiral of the Fleet Earl Mountbatten presents the Linavady Branch with its Standard to be dedicated.

DARTFORD'S STANDARD IS REDEDICATED

THE Standard of the Dartford branch of the Royal Naval Association was re-dedicated at Dartford Parish Church on June 23, the vicar, the Reverend Rutland B. Griffin conducting the service.

The parade formed up at the branch headquarters, in Lowfield Street, under the Parade Marshal, Shipmate P. C. Wells and, headed by the band of the Royal Marine Cadet Corps from

Chatham under the command of Lieut. Goddard, R.M., and the Sea Cadets of the Training Ship Anson, with their officers, Lieut. Battison, R.N.R., Lieut. Hewitt, R.N.R., and Lieut. De-Graaff, R.N.R., marched via the High Street to the Church.

The Dartford branch Standard (Standard bearer, Shipmate W. Pearson, with Shipmates Barnes and Overy as escort), led the massed Standards of Wellington, Lewisham, Sidcup, Croydon, Gillingham and Greenwich, with contingents from each branch swelling the numbers of the local members.

VICAR'S ADDRESS

The Vicar took the account of St. Paul's shipwreck as the theme of his address and recommended his listeners to read it, as he thought it was the finest account of shipwreck, panic and ultimate delivery from peril, ever written. He then proceeded to draw an analogy between St. Paul and his companions and present-day travellers along life's road, with emphasis on 'seafarers and members of associations like the Royal Naval Association.

After the service the parade marched back to the branch headquarters, the salute en route being taken by Major Popple, Royal Marines, from the steps of the Council Offices.

After dismissal, the 150 or so ex-sailors were entertained by the Dartford shipmates.

FIRST LEG TO DURBAN

NEWS has been received from the Durban, Port Natal Branch of the branch's success over the Whitstable Royal Naval Association, of the Branch in the first leg of their long-range darts contest. Readers will remember that in the June issue it was mentioned that Whitstable had taken 4 min. 2 sec. to score 1,001.

In the presence of wives and friends of the shipmates, the guest of honour (the British Vice-Consul, Mr. Coleman, and Mrs. Coleman), and members of the ship's company of H.M.S. Whitby, which was paying a visit to Durban, the Durban Branch scored 1,001 in 3 min. 2 sec.

Lieut. Thomson, Midshipman Bull, P./Officer Batchelor, of H.M.S. Whitby, acted as judges and looked after the interests of the Whitstable shipmates. Shipmate "Roy" Breverton, secretary of the branch, threw the first dart and, by a fluke, says the "Navy News" reporter, got a double "and, by a bigger fluke still, threw the final "double one" to finish the leg.

'USED TO BE GOOD'

None of the Durban team plays darts regularly, but they all said: "We used to be pretty good, but have not played for years." Perhaps it was the steady influence of the local beer.

"Navy News" congratulates Durban on its fine win and looks forward to receiving early news of the results of the other legs.

The Durban Branch meets on the last Friday of each month at the Merchant Officers' Club in Aliwal Street, and a cordial invitation is extended to all association shipmates should they ever visit South Africa.

More Meetings — More Members

THE change from a monthly meeting to a fortnightly meeting of the Dartford branch of the Royal Naval Association has resulted in increased attendances, more interest in branch and social affairs and more opportunities for enrolling new members.

An active social committee has thought up ways and means for the entertainment of visitors. Visits to neighbouring branches and coach outings have proved to be most popular. Shipmates and their families are having an all-day coach outing to Brighton and Lancing on September 1. An application for 40 tickets for the Annual Reunion has been granted.

On the second meeting of the month, the fourth Monday, business is being combined with pleasure, for after the meeting there is a social evening, and visitors are always welcome. There is a good bus service past "The Plough" in Lowfield Street — only five minutes' walk from the town centre.

THE EMPTY PLACE

Shipmates of the Dartford branch do not like the look of the empty place in their headquarters and have asked "Navy News" to inform the Strood branch that it has the Don Murray Trophy only on a temporary basis — that empty place at Dartford has to be filled!

No. 6 AREA RALLY FOR STEVENAGE

SHIPMATES of No. 6 Area (Bedfordshire, Buckinghamshire, Oxfordshire, Hertfordshire, Huntingdonshire and Berkshire) are looking forward to the weatherman providing excellent weather on Sunday, September 15, for on that day No. 6 Area is to hold its annual rally and everything points to the affair being the best ever held.

The rally will take place at Stevenage and the President of the Association, Admiral Sir Frederick Parham, has consented to take the salute and inspect the parade.

The parade will muster in Stevenage Market Place at 2.30 p.m. and after the inspection will march to St. George's Church where the Standard of Stevenage Branch will be dedi-

cated. After the service the parade will march past and then proceed to the Locarno Ballroom where tea and entertainment will be provided until 7 p.m.

GRAND NAVAL BALL

From 7 p.m. Mecca Ballrooms will take over the entertainment in the form of a grand naval ball. First-class artists are being engaged and the entertainment should round off what promises to be a wonderful day.

The Area Secretary, S. E. Davis, 9 Shallcross Crescent, Hatfield, Hertfordshire, asks that branches inform him of their requirements as soon as possible. The cost, which is being subsidised, is: tea 2s. 6d., tea and dance 5s. 6d. Parties of 12 or more for tea and dance, 5s. per ticket. Entry for both tea and ball will be by ticket only.

Silver tankard for the retiring chairman

THE Colchester Branch of the Royal Naval Association now has a new chairman and a new treasurer. Shipmates F. McGill and R. Clubb, respectively. At a well-attended social gathering the retiring chairman, Shipmate L. Clubb, was presented with an inscribed silver tankard and the retiring treasurer was given a cheque for the excellent services they have rendered to the branch.

Branch membership is still very good and attendances at meetings have, if anything, increased since the increase was made in subscriptions. Thanks to the weekly branch com-

petition, the finances are in excellent condition.

Recent social events have been confined to local activities, in particular, darts matches, in which the branch always seem to lose the match but always win the gallon of beer. It is thought that there must be a psychological reason for that, somehow!

CAPACITY CROWD EXPECTED

Preparations are in hand for the annual "sausage-and-mash" supper, and if last year's event is anything to go by another capacity crowd of 200 can be expected. The "Jolly Jack Choir" is already rehearsing its "mess-deck numbers"—with the maximum amount of decorum, of course. It is hoped that the guest of honour will be one of the vice-presidents, Lord Alport of Colchester, who has just returned to this country after being High Commissioner for Rhodesia and Nyasaland for the past two years.

All shipmates who plan to travel to the East Coast during the holiday season and who would like to break their journey for a couple of hours or so will find a welcome any first or third Friday of the month at the branch headquarters at the Co-op. Social Club, Lion Walk.

NAVY DAYS

(Continued from page 7, column 5)

Although the number of ships today is small when compared with the navies of the United States and the U.S.S.R., the Royal Navy is, indeed, a very powerful force, and when conjoined with the Commonwealth and N.A.T.O. navies the result is massive in numbers, firepower, manpower and equipment.

FIVE THOUSAND SHIPS

The Royal Navy is composed of some 600 ships of all classes from carriers, commando ships, cruisers, destroyers, frigates, submarines, minesweepers, auxiliaries, etc. The Commonwealth ships number about 320, N.A.T.O. ships (excluding U.S.A.) about 1,640, and the U.S. Navy about 2,350. This is getting on for a total of about 5,000 ships. The U.S.S.R., excluding any satellites, totals about 3,260 ships, but this figure is, necessarily, somewhat of an inspired guess.

It is interesting to look at a breakdown of certain classes of ships. Out of 76 aircraft carriers, all except two are in N.A.T.O., Commonwealth or U.S.A. hands. Out of 1,808 destroyers and frigates of all the navies, there are about 100 in the Royal Navy, the U.S.A. has just over 710 and the U.S.S.R. 440.

Of submarines, excluding nuclear-powered ones, of which the U.S.A. has a preponderance, out of 828 in all navies, Great Britain has 44, U.S.A. 150 and the U.S.S.R. 453.

The Russians evidently do not intend to be blockaded by mines; for out of 2,412 minesweepers, the Royal Navy has 172, the U.S.A. 218 and the Soviet Union, in round figures, 1,000.

(The figures are taken from "Jane's Fighting Ships" (1962-63). New building, conversions, scrappings, etc., may account for slight variations.)

Three months getting home TAPIR GOT A WELCOME EVERYWHERE

ON April 22, 1963, H.M.S. Tapir sailed from Balmoral Naval Depot, Sydney, the base of the Fourth Submarine Division, for Gosport, home and retirement. It was a cold morning with stormy weather approaching the "Heads"—the entrance to Port Jackson—when to three cheers from the spare crew lined on the jetty, the strains of Scottish laments from pipers on a rocky ledge overlooking the harbour and Flag Officer-in-Charge East Australia's band playing the "Craven A" advertising jingle, Tapir slipped and proceeded. As she sailed out of Sydney Harbour she was escorted by the Submarines Trump and Tabard and a fly past by aircraft of the Royal Australian Air Force bombing us with streamers (toilet rolls).

After a very rough crossing Tapir arrived in Tonga for what proved a very pleasant three days, being given a very warm welcome by the friendly people of the island.

The next port of call was Pearl Harbour, the first time—as far as records show, that an English submarine has visited Hawaii. Here there was a rousing welcome complete with band, leis and Hawaiian hula-hula girls. As soon as the ship secured alongside in the American base, five Hawaiians rushed over the brow to greet the captain, Lieut.-Cdr. D. H. Lorrimer, R.N., with a passionate embrace and to put a lei over the head of the trot sentry, L.S. Pearce. Pearl Harbour and Hawaii were enjoyed by all the ship's company, largely as a result of the overwhelming and unending hospitality of the American hosts.

FABULOUS SAN DIEGO

If Pearl Harbour was marvellous, San Diego was fabulous. Once again officers and men were shown fantastic kind and generous hospitality by the American submarine base hosts, U.S.S. Salmon was host submarine and all her crew from her captain to the most junior rating could not have done more to make the stay memorable.

While in California opportunity was given for everyone to go up to Los Angeles to see Walt Disney's "Disneyland." This was immensely enjoyed by everyone and a day was all too short to see the entire fantasy of this children's (and adults') wonderland.

From San Diego Tapir travelled south to Panama and had an uneventful and interesting passage from the Pacific to the Caribbean, staying for two days in Cristobal, in the Canal Zone.

Trinidad was the next visit, where everyone took the opportunity of listening to the inevitable steel bands and watching the unbelievable contortions of the exponents of the art of limbo. Some of them can even get under a bar 10 inches from the ground.

Leaving Trinidad, the submarine travelled north to Ponta Delgada, in San Miguel, for the last visit. San Miguel is a very beautiful island and at any time other than at the end of a long passage home, those on board would have liked to stay longer. Here a large number of the ship's company got last-minute presents that had been forgotten during the time in Australia.

On July 15 H.M.S. Tapir entered Portsmouth Harbour to go through Customs before going alongside H.M.S. Dolphin to be met by wives, sweethearts and families. Home at the end of nearly 15,000 miles' passage from Sydney and the end of 20 years' service.

During this commission Tapir steamed nearly one-third of the quarter-million miles that she has steamed during her life. She now has a few more months' service in home waters before going into final retirement.

Eleven members of the R.A.F. Parachute Display Team will make a free-fall descent from a Transport Command Argosy at 9,000 feet, trailing coloured smoke until they open their parachutes at the R.N. Air Station, Culdrose's Air Day, on July 27.

Admiral Sir Irvine Glennie was 71 on July 22.



Two girls from a party of 50 blind Asian children who visited H.M.S. Albion at Singapore recently, being welcomed on board.

Blind children visit Albion

A PARTY of 50 blind Asian children visited H.M.S. Albion recently as she prepared for sea following a six-week refit period in Singapore.

After a walk around the hangar the children were taken up to the flight deck by the ship's forward lift, where they were able to walk around and

examine the crane and other items of the commando ship's flight-deck equipment. They inspected and went inside one of the ship's Wessex helicopters, and also had a ride on one of the flight-deck tractors. They returned to the hangar by the after lift and after receiving presents of sweets, left the ship to continue their tour of the dockyard.

There were more than 50 willing volunteers from the ship's company to look after their small guests, so that each child had his or her own guide. Each child could speak English, so the sailors were able to describe the many things which their guests could only either sense or feel.

RESULT OF LACK OF CARE

Almost all of the children were born with sight, but became blind through malnutrition and lack of care. They will never recover their sight, but, as was obvious to all, they are now well looked after.

The organisation which looks after them is an entirely voluntary one, and is one of the many local charities which are supported by the Singapore Naval Base Charity Chest. H.M.S. Albion recently donated £210 to the Charity Chest, being the entire proceeds from their concert party production, "Everybody Out," which was performed at the Naval Base Theatre.

Good support for Fete

ROYAL Naval Association branches of No. 11 Area rallied to the summer fete at Sherburn House on June 15, and the organisers, prominent among whom is Rear-Admiral Hutton, president of the Darham Branch and clerk to the governors of the House, can, with justice, claim that they did a good job. The sun shone brilliantly and attracted large crowds.

It will be made known at a later date how much financial assistance will accrue to No. 11 Area and its branches.

Shipmate "Dick" Heron, welfare officer and standard-bearer is up and about again after a spell in "dry dock," and was present at the Annual Conference.

Shipmates of the branch who work in the near-by prison still continue to do their good works. They belong to a recently formed motor club and are offering to take aged and infirm people out for recreational jaunts.

Shipmate S. P. Cramp, formerly secretary of the Leicester Branch of the Royal Naval Association until his sudden illness a few months ago, is making satisfactory progress and is now an "out-patient," attending hospital three times a week for therapeutic treatment, which is proving beneficial.

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H.M.S. Adamant at Gibraltar. The only thing which has not changed since the war is the Rock itself

'Old Hands' shocked at Gibraltar changes

H.M.S. Adamant and seven submarines of the Second Submarine Squadron recently paid a visit to Gibraltar and "old hands" were shocked at the changes they found. The "youngsters" were probably happy with trips to Spain, and the cheap drinks, but those whose first visit it was for many years, had nostalgic memories of rip-roaring "runs," and were a trifle saddened at the change to a typical tourist centre. During the trip out, Adamant carried out numerous exercises, including firing her "main armament"—20-m.m. Oerlikons! The seamen were busy preparing for a "walk

round" by Rear-Admiral D. B. Law, the Flag Officer, Submarines, who was to meet the ship at Gibraltar.

At Gibraltar the ship was met by two gallants who had "hitch-hiked" across France and Spain, arriving before the ship, which had sailed from the United Kingdom on June 7.

The squadron "Watermania" was held on the day following the ship's arrival, the Miscellaneous Division easily winning the Divisional Trophy. The final item was a water-polo match between the depot ship and the submarines, during which Cdr. McGwire became more popular than the ball, and, it is said, drank half the water in the Nuffield Swimming Pool.

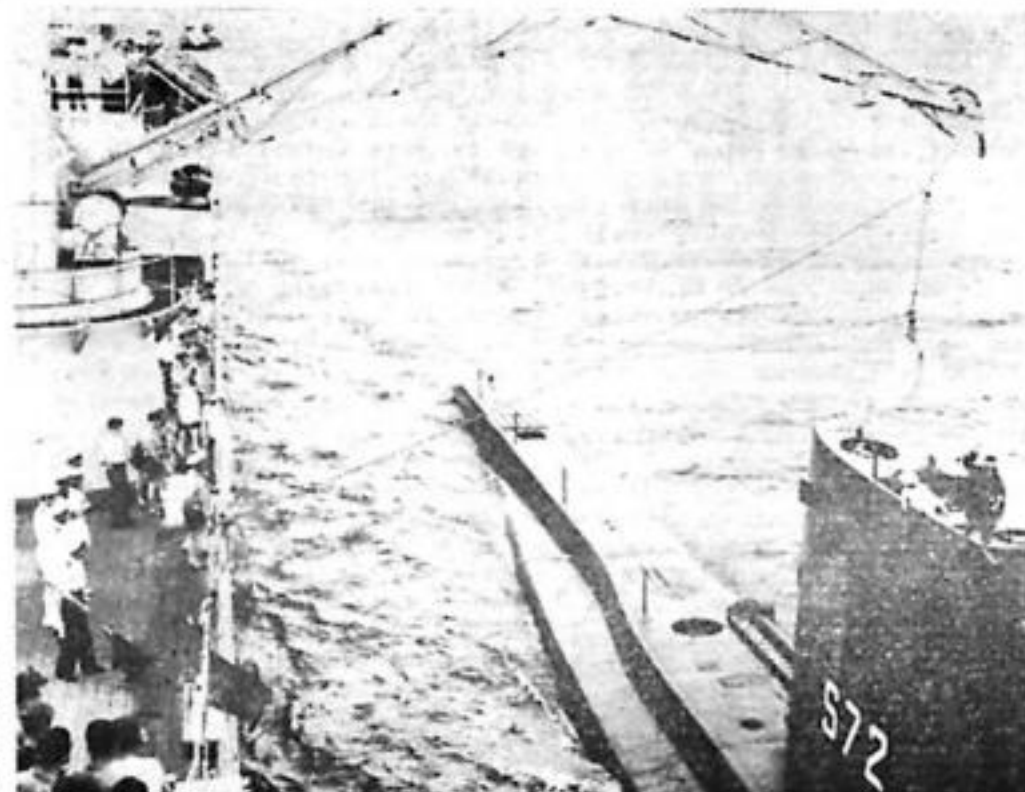
The only people who did not "do" Gibraltar were the torpedo and ordnance parties, for they were busy

during all hours preparing and loading torpedoes for practice firings by the submarines.

HIGH PRICES IN SHOPS

Many of the ship's company toured the Rock and St. Michael's Caves, but the shops, once a "must" for everyone visiting Gibraltar, were not up to expectations. Most things are as dear as in the United Kingdom. The favourite "rabbit" seemed to be Spanish dolls, but most people crossed to La Linea or to Algeciras for these, since they were cheaper in Spain.

The squadron pulling regatta was held while the ship was at Gibraltar, the Cock being won by the "Cable Jacks," trained by Lieut. Belben. This crew was challenged by the Hamilton Cup crew of H.M.S. Ausonia, but, al-



H.M.S. Adamant transferring stores to H.M.S. Anceas during exercises while on passage

though the Adamant crew led for nearly two-thirds of the course, the Ausonia's crew had had four months' extra training and managed to pull ahead to win. The "Old and Bolds" proved that there was a spark of life left by winning the "bunny-hop" race, much to their own surprise, while the Lieutenant-Commanders' boat distinguished itself by revolving in tight circles on the starting line.

POPULAR TRIPS

Popular trips were those to Malaga, Seville and Jerez—the "free samples" being particularly appreciated. Many people went to bullfights, excluding one officer who forgot his passport and spent some hours in jail awaiting a ferry back to the Rock.

The morning of the ship's departure was greeted by a grade one "Levanter"—the sticky, clinging mist which drapes Gibraltar when the wind is in the east. This delayed sailing for a couple of hours, but eventually Adamant and her brood set course for Plymouth, the trip home being enlivened by a concert on the well deck, during which some uninhibited (and unprintable) talent emerged.

The Duke of Edinburgh will be in H.M.S. Britannia at Cowes during Cowes Week from August 5 to 8.

A SCHARNHORST AT CAPE WRATH

THE Federal German Ship Scharnhorst carried out bombardment practice on the Cape Wrath Bombardment Range on July 19 and 20, 1963. She paid an operational visit to Lerwick from July 16 to 18. An operational visit is made for the purpose of obtaining replenishment, carrying out maintenance and giving shore leave. Calls and other formalities are reduced to a minimum.

The Scharnhorst was previously H.M.S. Mermaid, a frigate of the "Black Swan" class. She is 300 feet long, displaces 1,975 tons, with an armament of six 4-inch guns, and has a complement of seven officers and 190 ratings. On transfer to the Federal German Navy she was refitted and modified for a training role.

When the Scharnhorst carried out her bombardment exercises, a liaison team from the 95th Amphibious Observations Regiment, Royal Artillery, performed spotting duties. The Cape Wrath range has been used by N.A.T.O. ships several times in recent years.

H.M.S. Dolphin was "At Home" to the Press on July 25.

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Navy specialise in close finishes

THE Royal Navy Cricket Club has been having some exciting finishes this season and one of the most exciting was the close finish of the match against the Hampshire II at Southampton on July 4 and 5.

Hampshire II batted first and, at first, found runs hard to get. Healey and Gilani bowled well. Hampshire declared at half-past three at 195 for 5 (Caple 60). The Navy XI batted poorly, only Moylan-Jones (33) and Robinson (36) showing any sort of form, and the Navy team was all out for 135 at ten past six.

The Navy were unlucky not to take a wicket before close of play. When the match was resumed on July 5 Hampshire went for quick runs reaching 194 for 9 at lunch (Moylan-Jones, 5 for 68; Stevens, 4 for 59).

GAME SEEMED WON

The Navy were left to score 254 in 210 minutes, but Foster (67) and Beverley (46) gave the team a good

opening partnership. After dropping behind the clock, Carless attacked and the game seemed to be won. He hit Burden for four towering sixes and, with the field spread out, the Navy wanted 25 runs in the last 20 minutes with three batsmen to come.

With a poor display of calling and running between wickets, the last three batsmen were run out and the Navy finished nine runs short of their target. Carless scored an excellent 69.

Results of early matches were—a tie with King's School, Canterbury; Nautical College, Pangbourne, won by four runs; defeated by the very strong Charterhouse XI; and won a splendid victory over I Zingari, recovering from 17 for 5; Worcester College, Oxford, won at Oxford, but beaten at Portsmouth.

NEW SECRETARY

Cdr. R. H. Martin has been succeeded as honorary secretary by Cdr. M. B. Harvey, Britannia Royal Naval College, Dartmouth, and as honorary treasurer by Lieut. R. B. Beel, H.M.S. Collingwood. The cap-

(Continued in column 3)

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Eight years overseas

AFTER nearly eight years' continuous overseas service H.M.S. Woodbridge Haven, a Loch class frigate built by Swan, Hunter & Wiggin Richardson, Wallsend-on-Tyne, between May, 1944, and October, 1945, but converted into a Submarine Depot and Repair Ship and reclassified as a Minesweeper Support Ship in 1960, returned to Portsmouth on July 11.

Families of the ship's company boarded the ship at Spithead and sailed in her into the dockyard.

Woodbridge Haven left British waters in September, 1955, for Malta. She was at Port Said during the Suez crisis, operated off Cyprus during the emergency on that island and in October, 1959, left the Mediterranean for the Far East.

She supported the 120th and 104th Minesweeping Squadrons clearing the mines left from the Second World War in the Balabak Channel, north of Borneo and has taken part in exercises and cruises, visiting Hong Kong, Bangkok, Malia and India.

In December last year and in January of this year she assisted in the Brunei operations.

The ship has sailed nearly a quarter of a million miles since she was built.

(Continued from column 2)

tain of the Navy XI is Lieut. W. J. Foster, Royal Marines. The team this year is rather on the young side but by no means inexperienced.

The centenary of the Royal Navy Cricket Club was celebrated by a very successful dinner held in the House of Commons in April. The guest of honour was Mr. H. S. Altham, treasurer of the M.C.C., and among many distinguished guests were Mr. S. C. Griffith, secretary of the M.C.C., and Sir Leonard Hutton.

NEPTUNE

(Continued from page 6, column 5)

effect a rescue. Hermes carried on her course, while Sterling followed, and at once took up a line of bearing.

The days were long, and the duties exacting and there could be no relaxation during the exercises. Two incidents I clearly recall, a plane taking off went straight over the bow and "ditched." Unfortunately, neither the plane nor the pilot was ever seen again. Another plane, known as a "3F," had a narrow escape. The pilot when coming in to land on the flying deck misjudged his distance. Observing his error, he started to regain height, but his starboard wing hit the funnel of Hermes, and the wing was turned upwards. Fortunately, the pilot regained height, circled round for a short period and eventually made a perfect landing. The pilot was shaken but uninjured, and was flying again the next day.

Capt. James Campbell, R.N., was in command of Hermes and, although I met him only once or twice, he remembered me 10 years later when he was Flag Officer, Glasgow, 1938-39. He recognised me immediately when I reported to him for duty.

PIRACY PATROLS

On completion of the series of flying exercises, my sub-division was detailed for another important duty, but instead of working collectively, we worked as opposite numbers on an anti-piracy patrol. During 1928-29 pirates were very active, particularly between Hong Kong and Shanghai. The pirates joined a ship as passengers and, when in the vicinity of Bias Bay, at a signal from their leader held up the ship's officers with pistols, took charge of the ship, ran her into Bias Bay, relieved the passengers of their valuables, and completely looted the ship, transferring the loot to Chinese junks, and getting away easily.

Although ships were compelled to have W/T, only one Chinese operator was carried. The pirates were kept well informed about cargoes, passengers' valuables, and particularly the W/T operator, who was put out of action before the take-over was staged. It was alleged that the pirates had highly efficient headquarters, both at Hong Kong and Shanghai, and were thus able to pick and choose their cargoes.

(To be continued)

The Royal Hampshire Regiment presented a silver tiger to H.M.S. Hampshire on July 20. Capt. R. White, R.N., Commanding Officer of the Guided Missile Destroyer, accepted the trophy from Brigadier P. B. Brown, Colonel of the Regiment.

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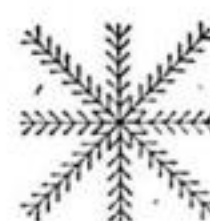
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ALBION SPORTSMEN TOOK FULL ADVANTAGE OF REFIT PERIOD

Communicators and Royals sweep board at Athletics and Swimming

SPORT continues to be a major activity in the life of H.M.S. Albion and the ship's company took full opportunity during the recent six weeks in Singapore to test their skills against other ships and teams.

The ship is particularly proud of its soccer team, which has so far played 32 games, won 23, drawn 3 and lost 6; only two matches having been lost since February 1 this year. M(E) Hind has so far scored 59 goals and has been playing for the Singapore Joint Services XI. Five members of the Albion

XI were selected to play for the Royal Navy team against the Dockyard XI.

The ship's hockey team have also made their mark by losing only two games out of 14. The cricketers are also coming to the fore: played 9 matches, won 6, drawn 1, lost 2. The water-polo team have also had considerable success: played 12 matches, won 9, lost 3.

Fast growing in popularity is golf with some 40 players among the lower deck. A second-hand set of golf clubs, purchased by the ship, is rarely to be seen in the sports store when the ship is not at sea.

ATHLETICS AND SWIMMING

The Communications Division and Royal Marine Detachment sports "combine" swept the board at the athletics meeting and at the ship's swimming gala—both of which were keenly contested. Although neither event saw any outstanding performances, they were both thoroughly enjoyed by spectators and participants alike. Perhaps our greatest admiration goes to the seven ratings who entered for the "Three Mile" in a temperature of 93 degrees F.

A full programme of sporting events were played against H.M.S. Hermes, culminating in an exciting floodlight soccer match on the No. 1 Ground at H.M.S. Terror. The winners?—H.M.S. Albion, 3—1.

H.M.S. Eskimo, the "Tribal" class frigate sailed for her first foreign commission on July 29. She will be with the 9th Frigate Squadron in the Middle East for about one year.

(Continued from column 4)

represented the Combined Services in 1958, 1960, 1961 and 1962.

He has been hammer champion for Hampshire (1957, 1958 and 1959), Suffolk (1961 and 1962), Eastern Counties (1961 and 1962) and Southern Counties 1963.

This consistent performer represented Great Britain against the Benelux Countries and won the hammer with a throw of 179 ft. 4 in., and when representing the Amateur Athletic Association against Loughborough College was placed second with a throw of 178 ft. 8 in.

A consistent performer

AMONG the most unspectacular events in any athletic championships are the shot, discus and hammer. Competitors in the mile race and so on are often household names, yet the three events mentioned call for skill and stamina, which can only be obtained by dedication and training over many years.

One of the most consistent performers in the shot, discus and hammer is P.O. John Dutton, a physical training instructor, now serving at the R.N. School of Physical Training at Portsmouth. P.O. Dutton joined the Royal Navy in 1947, but did not start his athletic career until 1957. He is 31.

His best performances are with the hammer, and in 1962 he was fifth in the best British performance position, and eleventh in the best Commonwealth performance position. His best personal performances are: Hammer, 184 ft. 3 in.; shot, 43 ft. 11 in.; discus, 137 ft. 7 in.

INTER-SERVICES CHAMPION

Among his other performances he was the inter-Services hammer champion for 1958, 1959, 1960, 1961 and 1962. He was the Royal Navy hammer champion in 1958, 1959, 1960, 1961, and 1962, shot champion 1960, 1961, 1962 and 1963, discus champion 1961 and 1963. From 1957 to 1962 he has represented the Royal Navy in this event. He was Portsmouth Command hammer champion in 1957, 1959 and 1961, and Nore Command hammer, shot and discus champion in 1960. P.O. Dutton

(Continued in column 3)



A fine action shot of Petty Officer Dutton putting the shot at the R.N. Championships at the "Victory" stadium on June 29



Mrs. A. Madden, wife of Capt. C. D. Madden, R.N., Commanding Officer of H.M.S. Albion, presenting L.R.O. Beare with his cup for winning the one-length breast-stroke race—one of the 15 events at the ship's swimming gala.

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